US009285109B1

(12) **United States Patent**
Olsson et al.

(10) **Patent No.: US 9,285,109 B1**
(45) **Date of Patent: Mar. 15, 2016**

(54) **SUBMERSIBLE LIGHT FIXTURE WITH MULTILAYER STACK FOR PRESSURE TRANSFER**

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(73) Assignee: **DEEPSEA POWER & LIGHT, INC.**, San Diego, CA (US)

(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 45 days.

(21) Appl. No.: **13/930,511**

(22) Filed: **Jun. 28, 2013**

Related U.S. Application Data

(63) Continuation of application No. 12/844,759, filed on Jul. 27, 2010.

(60) Provisional application No. 61/229,693, filed on Jul. 29, 2009.

(51) **Int. Cl.**

F21V 29/00	(2015.01)
F21V 31/00	(2006.01)
F21V 15/01	(2006.01)

(52) **U.S. Cl.**
CPC ***F21V 31/005*** (2013.01); ***F21V 15/011*** (2013.01)

(58) **Field of Classification Search**
CPC F21V 31/00; F21V 15/01; F21V 31/005
USPC 362/267, 101, 294, 373, 249.02, 477, 362/158, 455, 362
See application file for complete search history.

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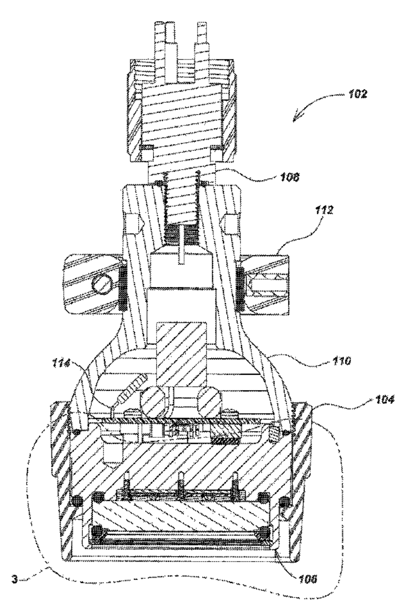
Primary Examiner — Evan Dzierzynski
Assistant Examiner — Tsion Tumebo
(74) *Attorney, Agent, or Firm* — Steven C. Tietsworth, Esq

(57) **ABSTRACT**

An underwater light or submersible luminaire may include a housing and a transparent pressure bearing window positioned at a forward end of the housing. Window supporting structure may be mounted in the housing behind the transparent window. A water-tight seal may be located between the window and the housing. A circuit element may be configured and positioned within the housing behind the window supporting structure to bear at least some of the pressure applied to the transparent window. At least one solid state light source may be mounted on the circuit element behind the transparent window.

16 Claims, 44 Drawing Sheets



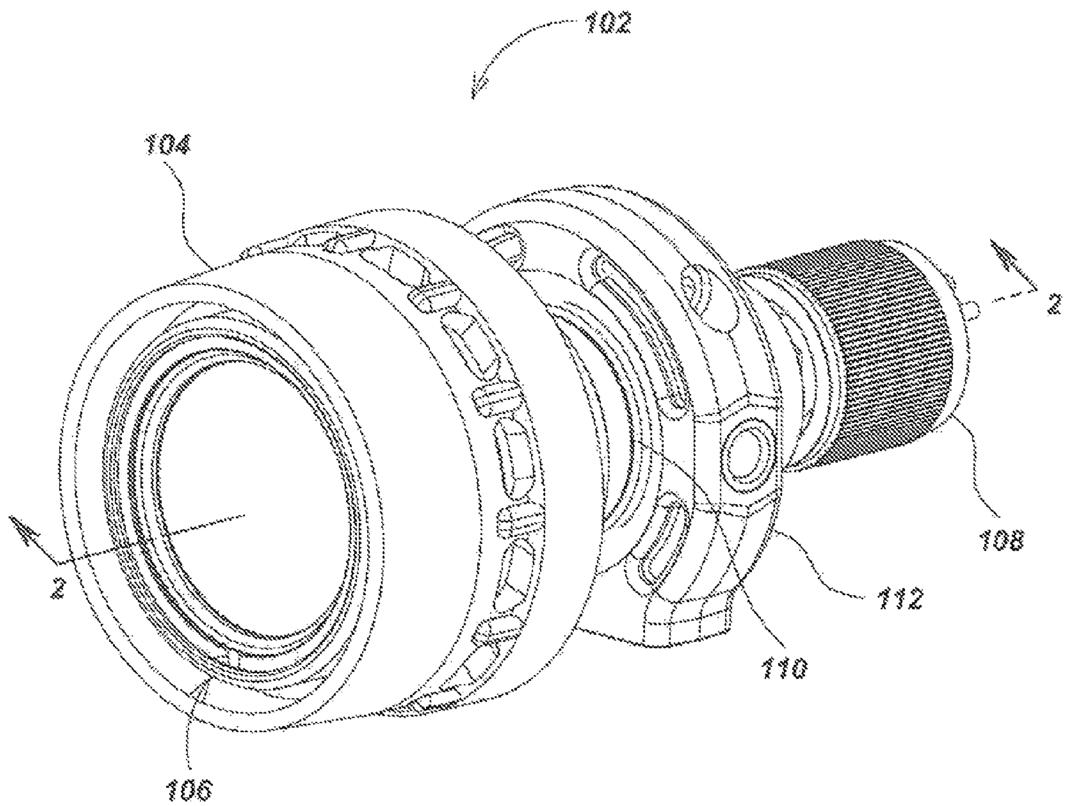


FIG. 1

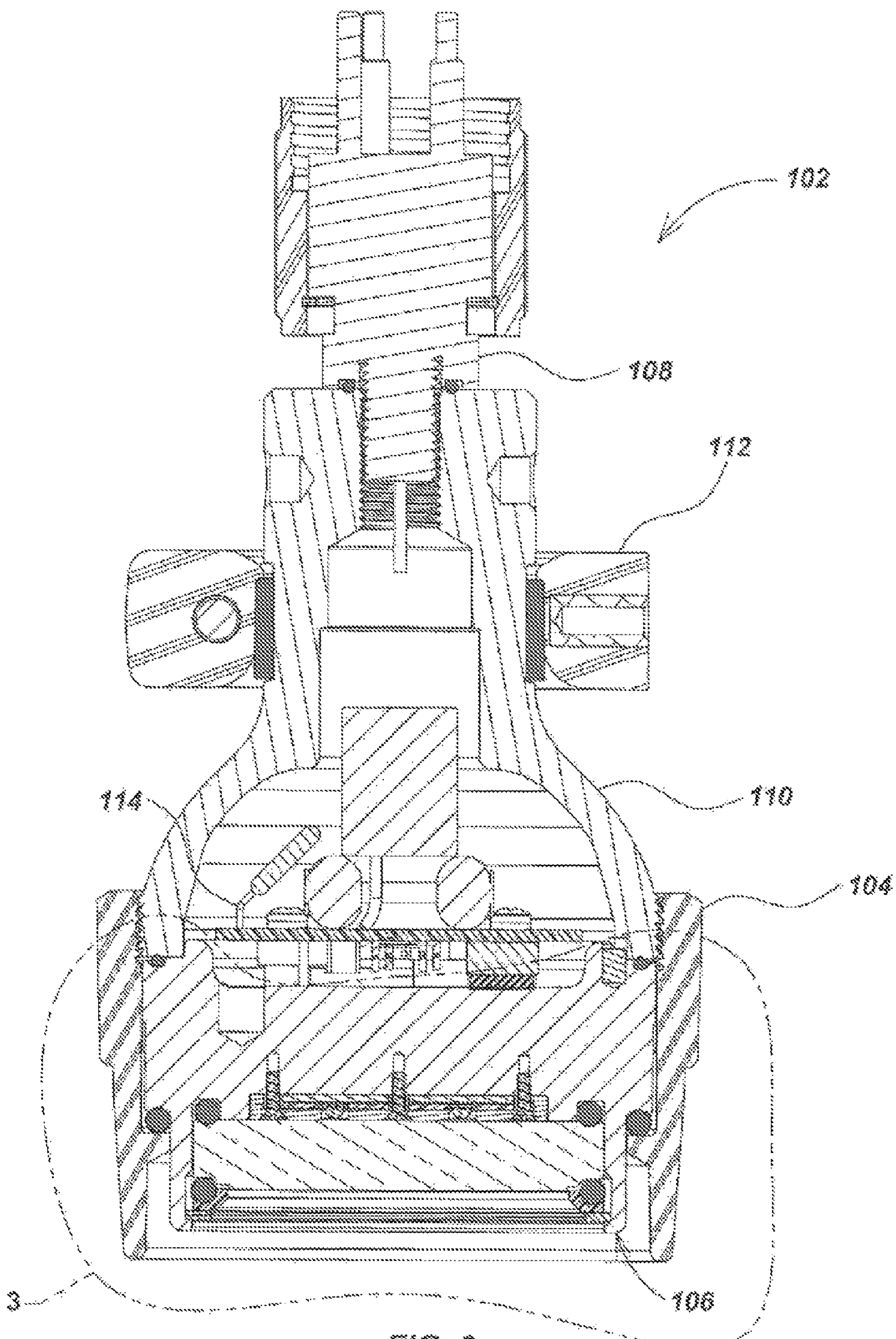


FIG. 2

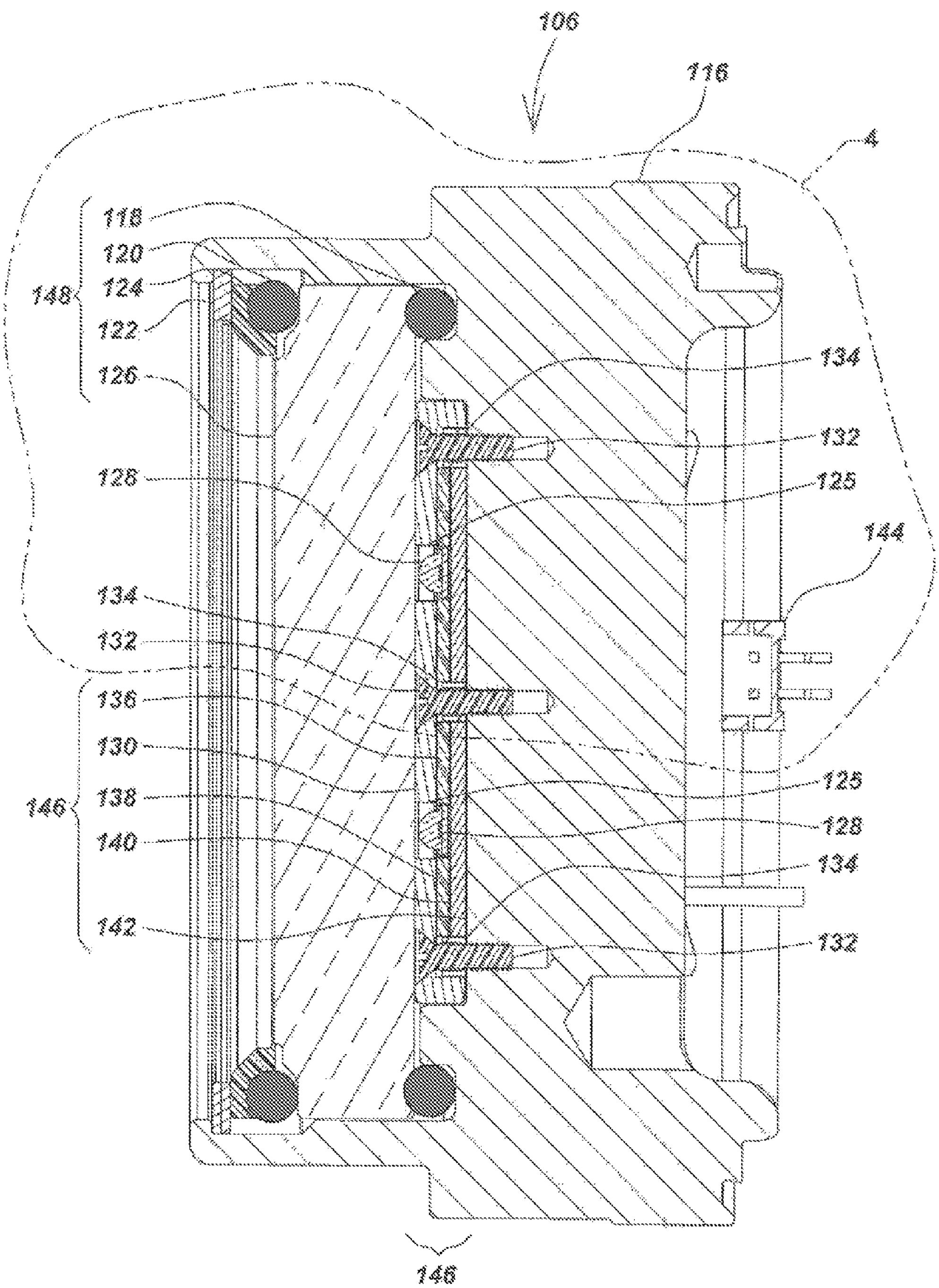

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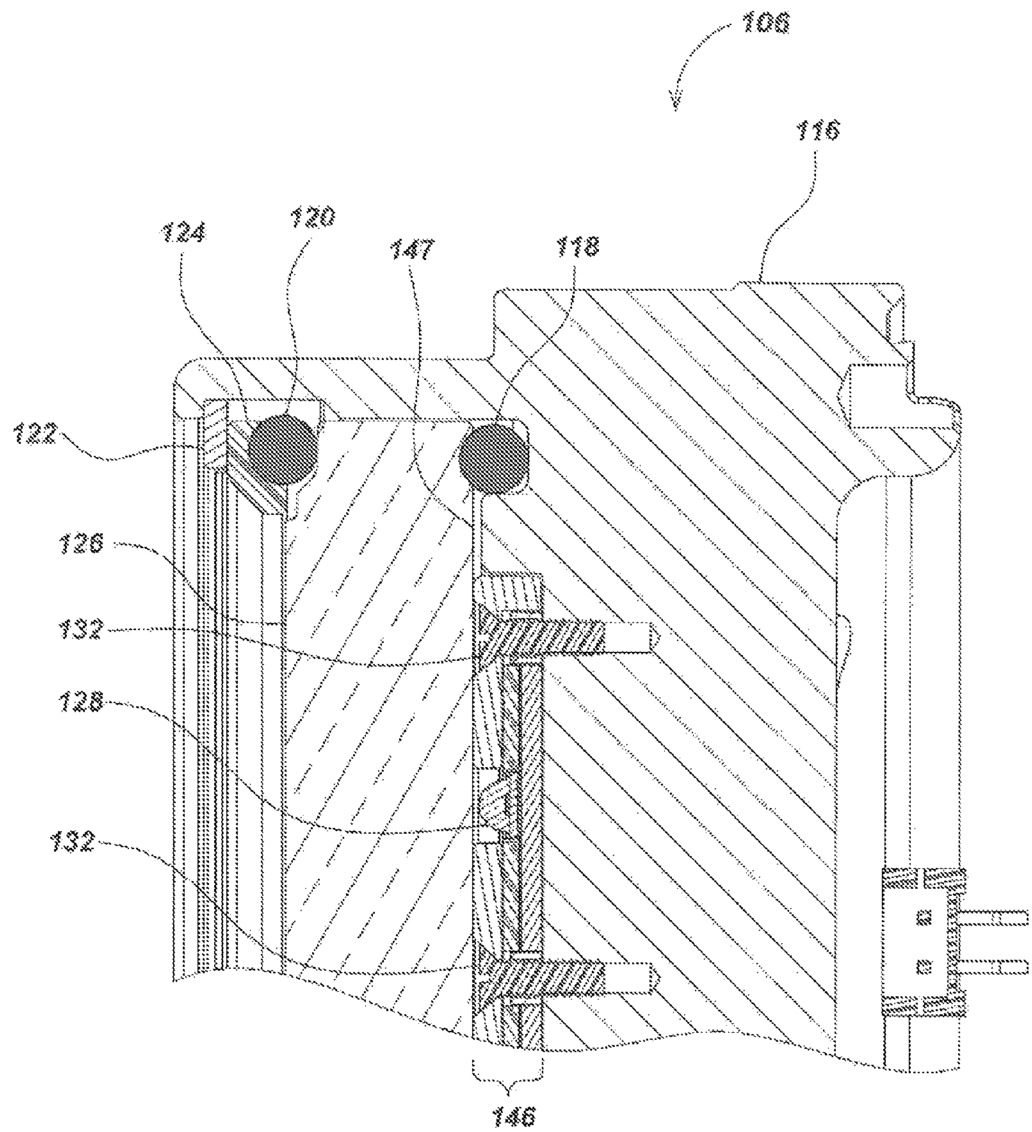
FIG. 3



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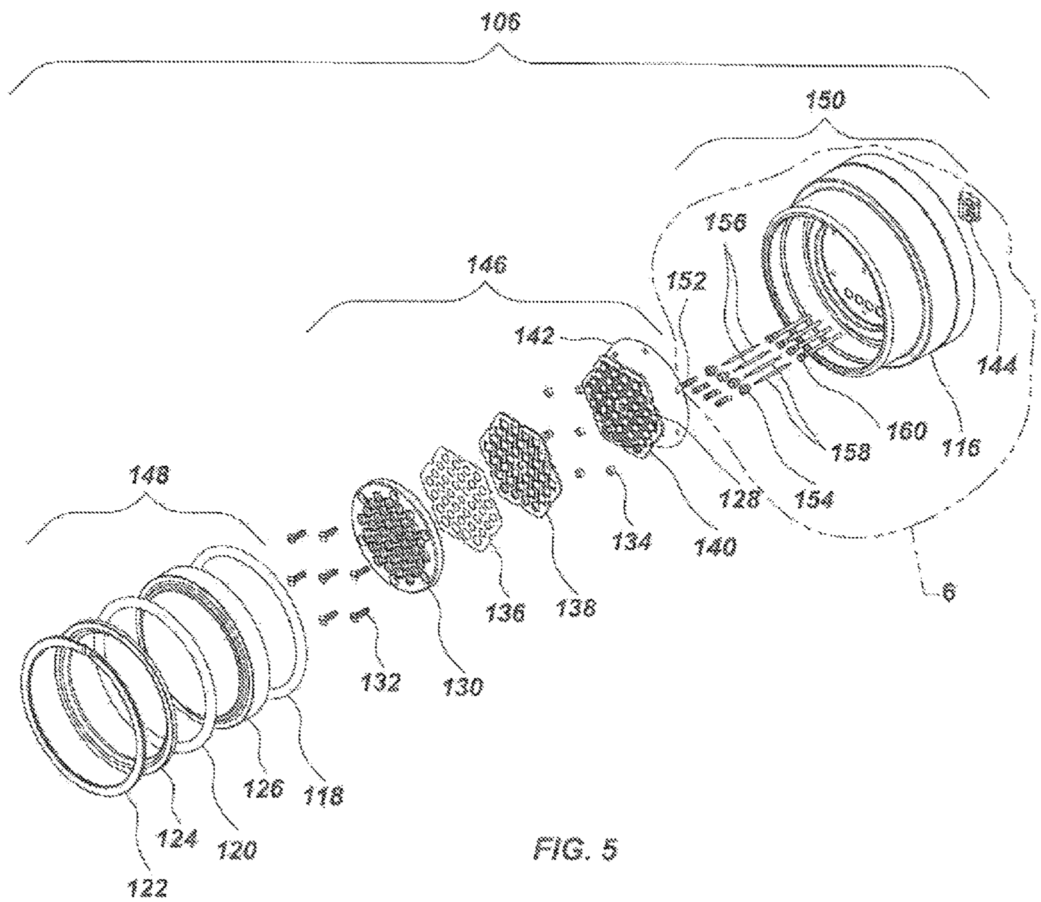
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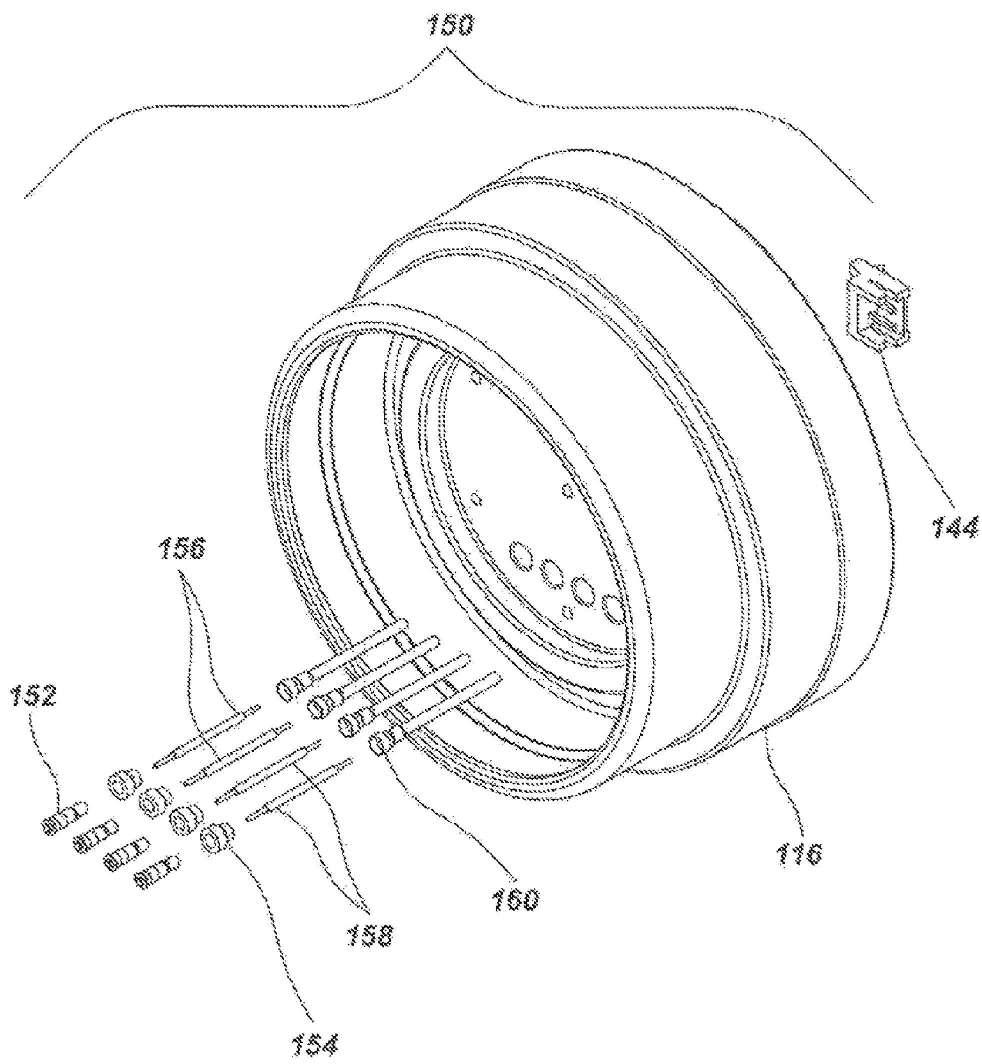
FIG. 5



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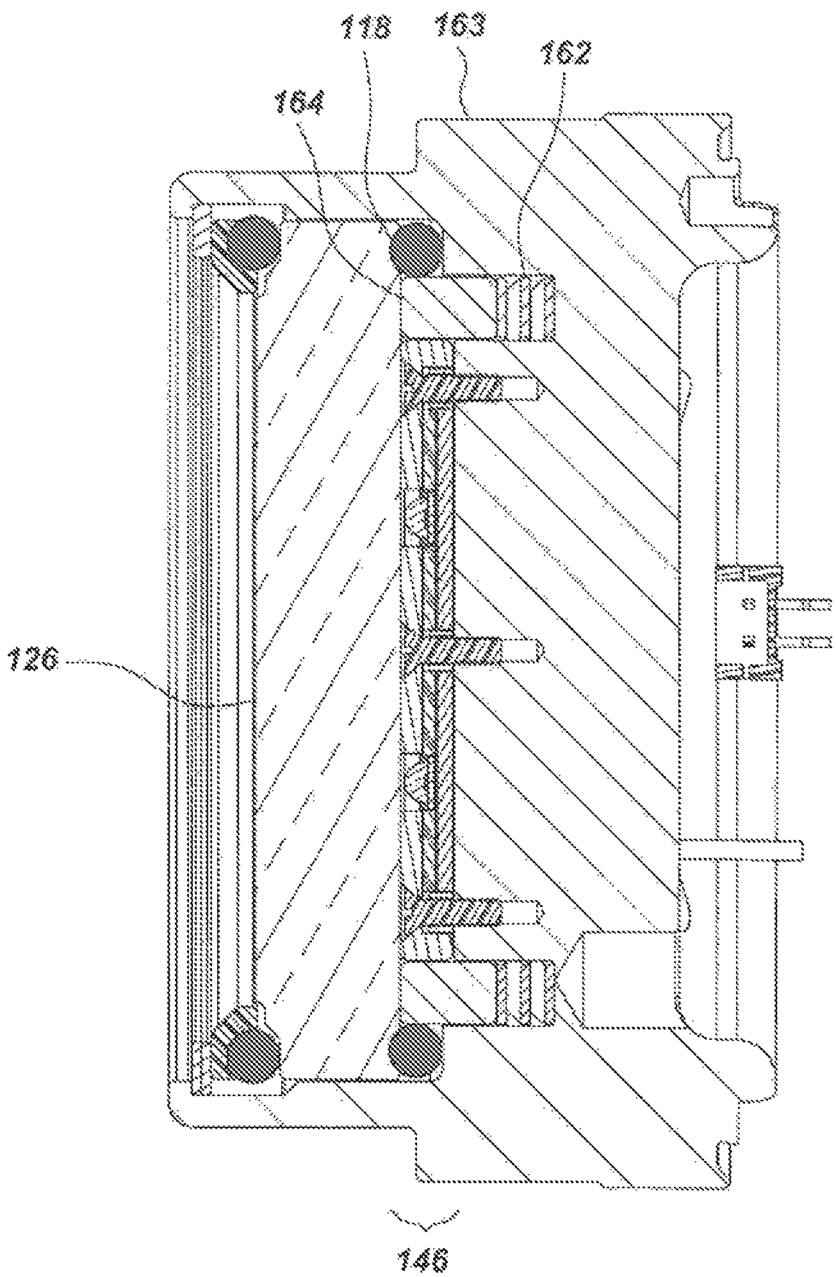

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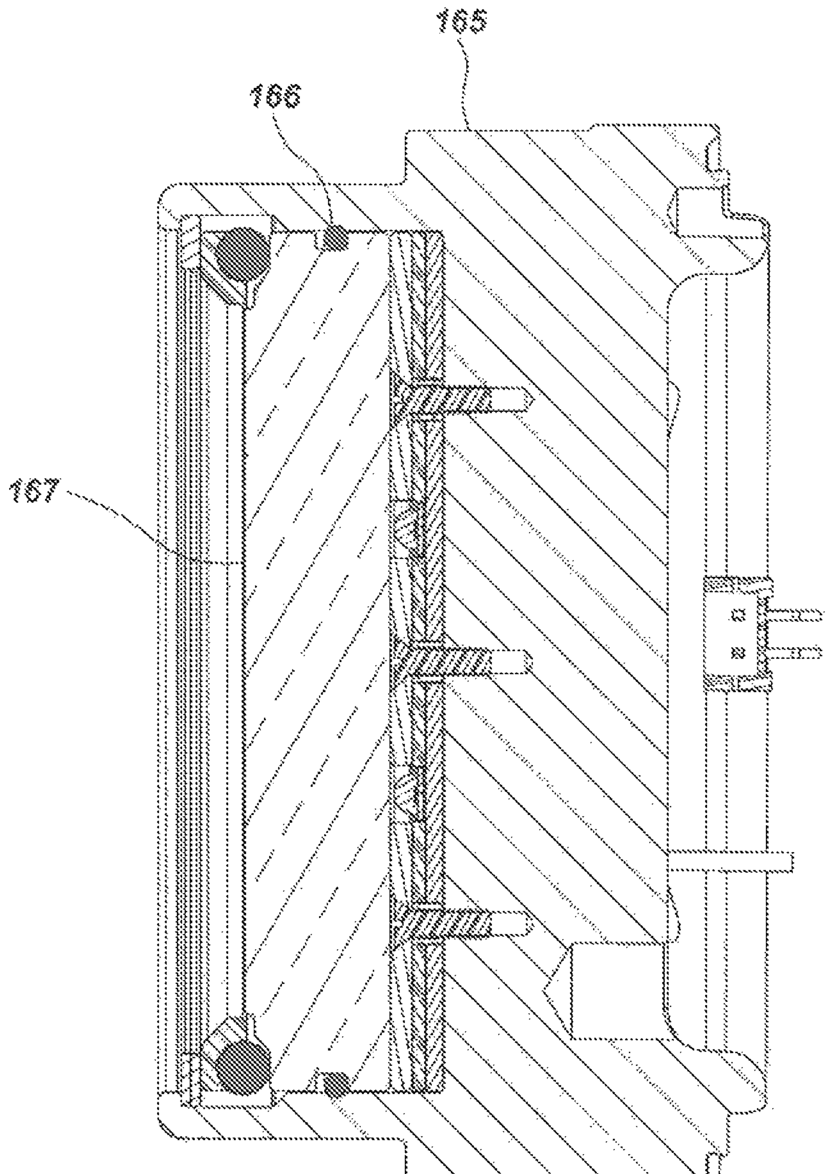

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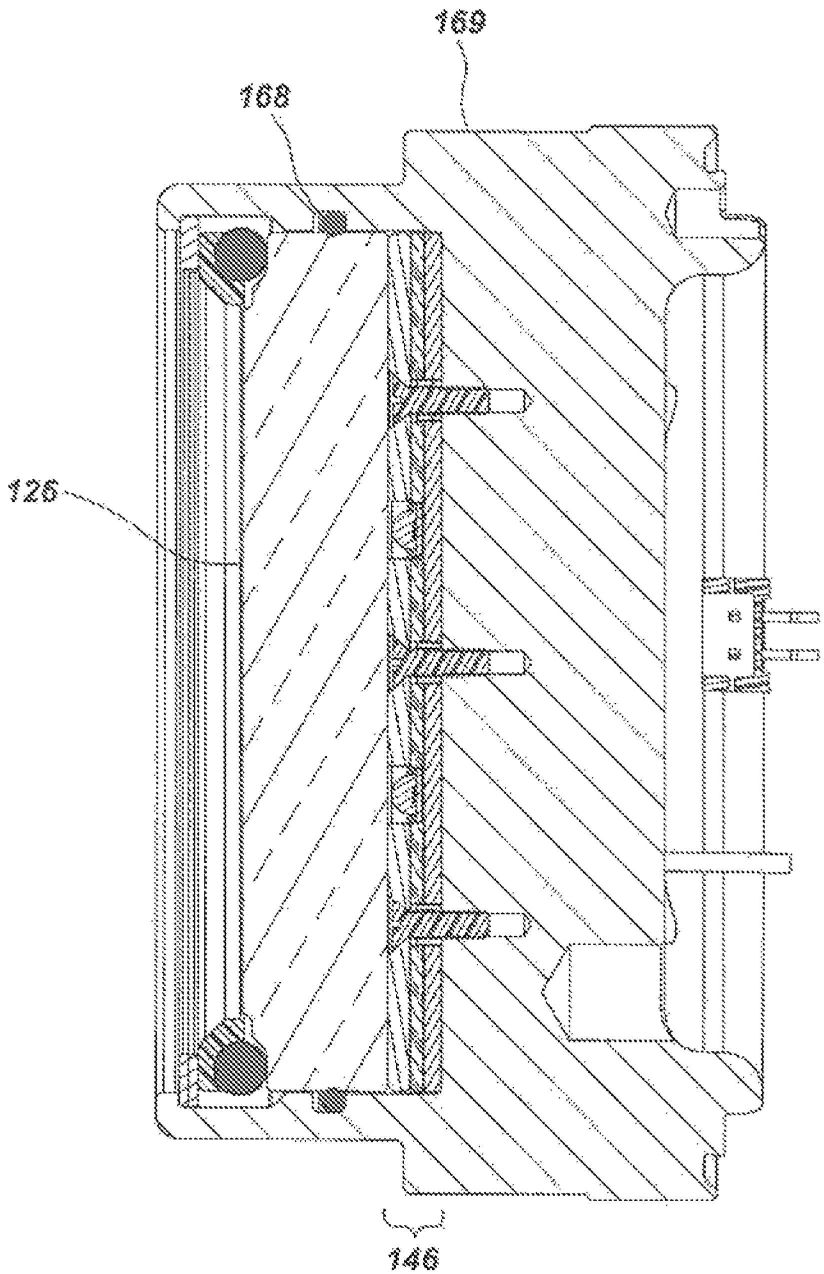

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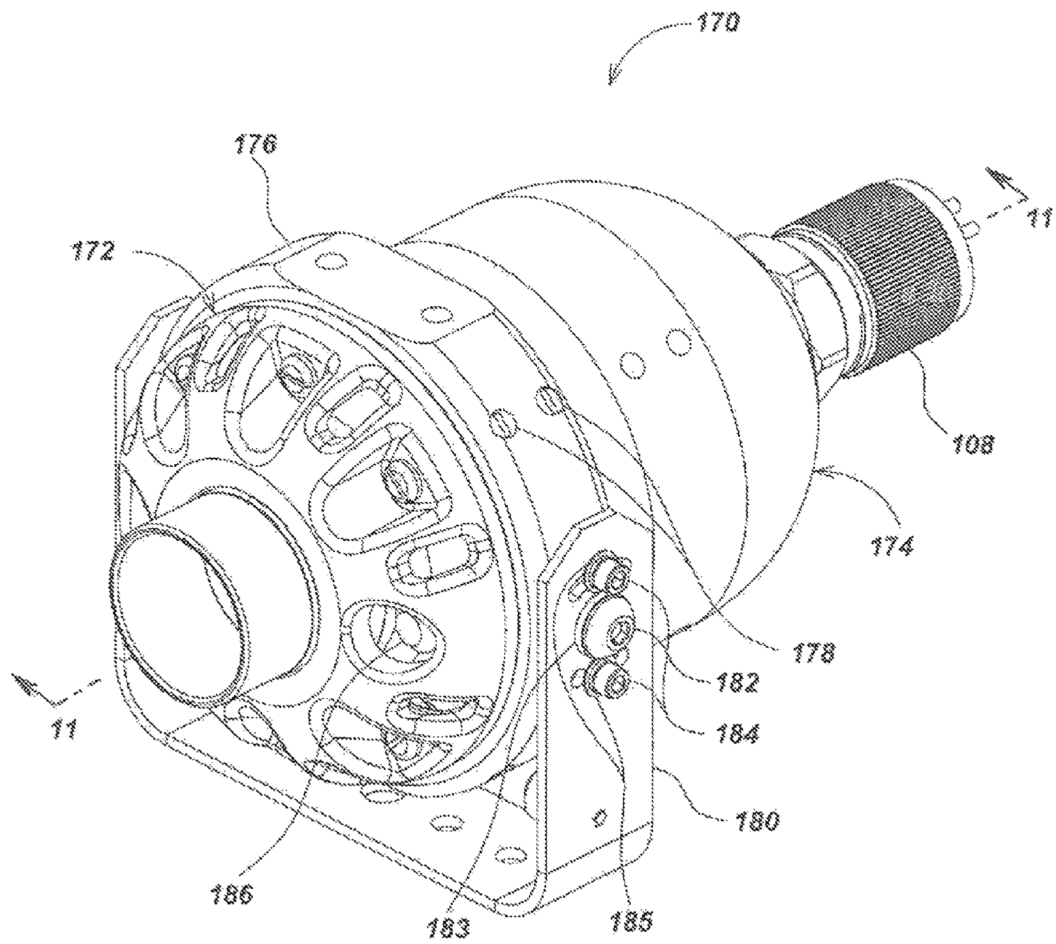

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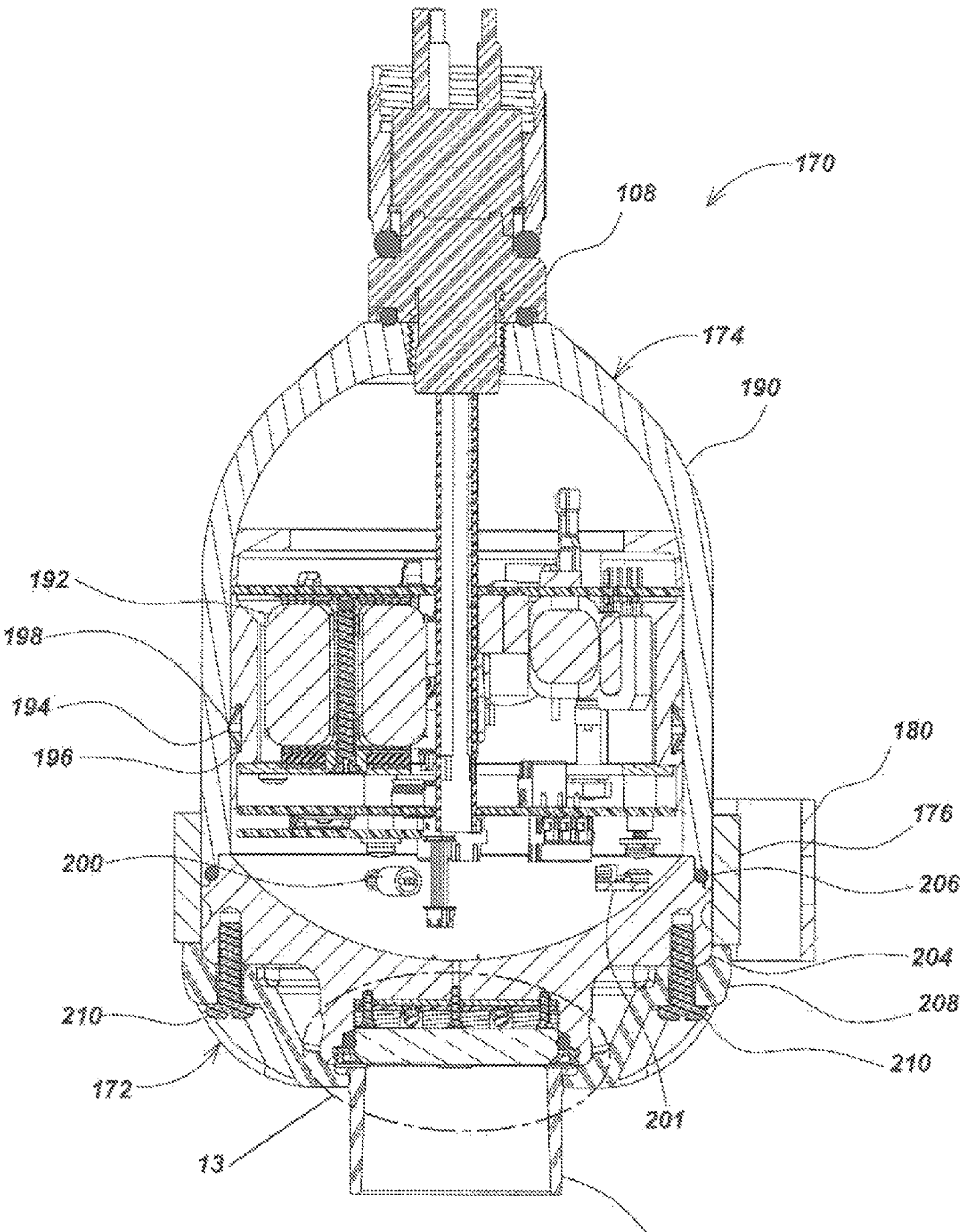

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FIG. 11

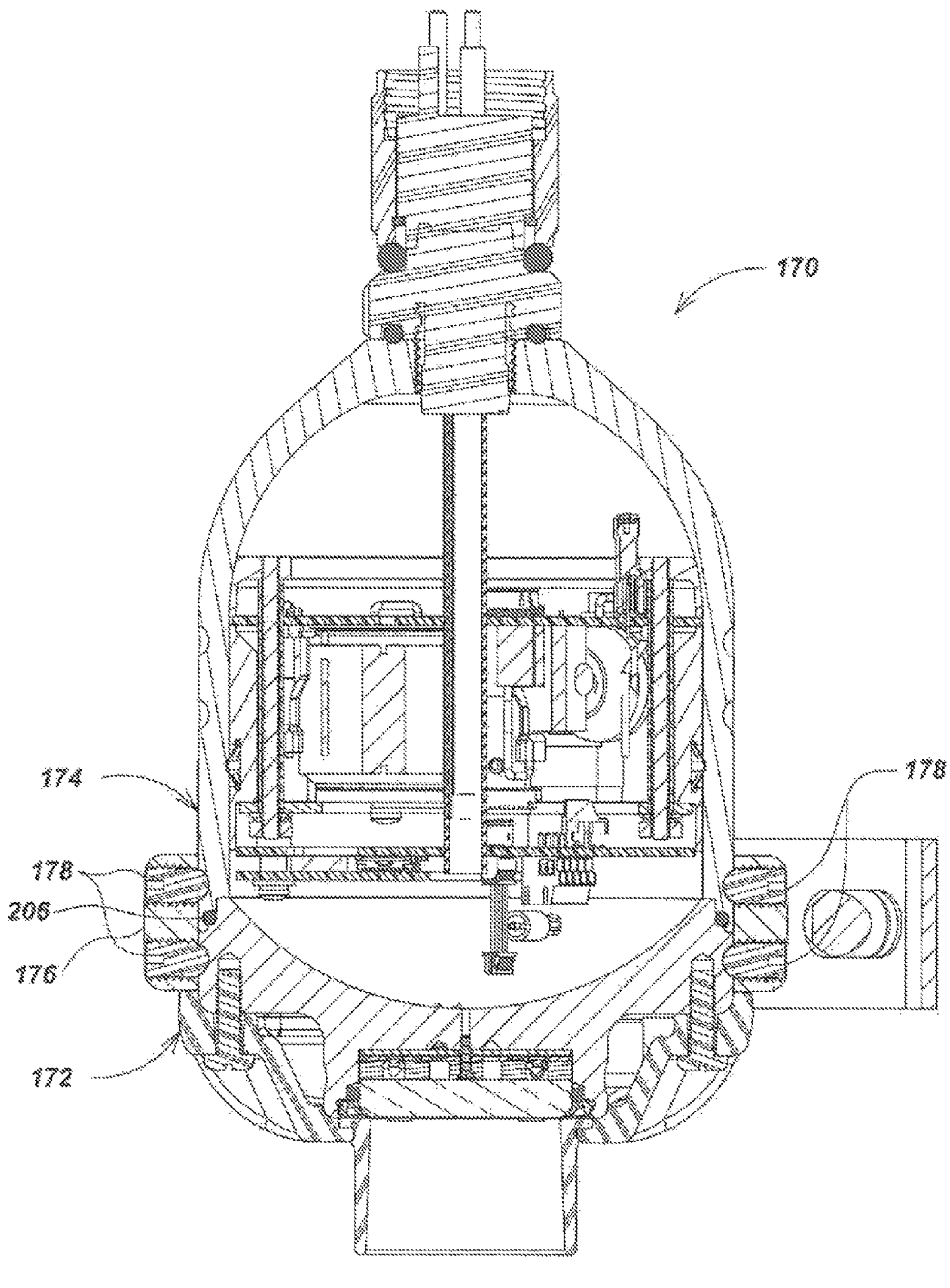

FIG. 12

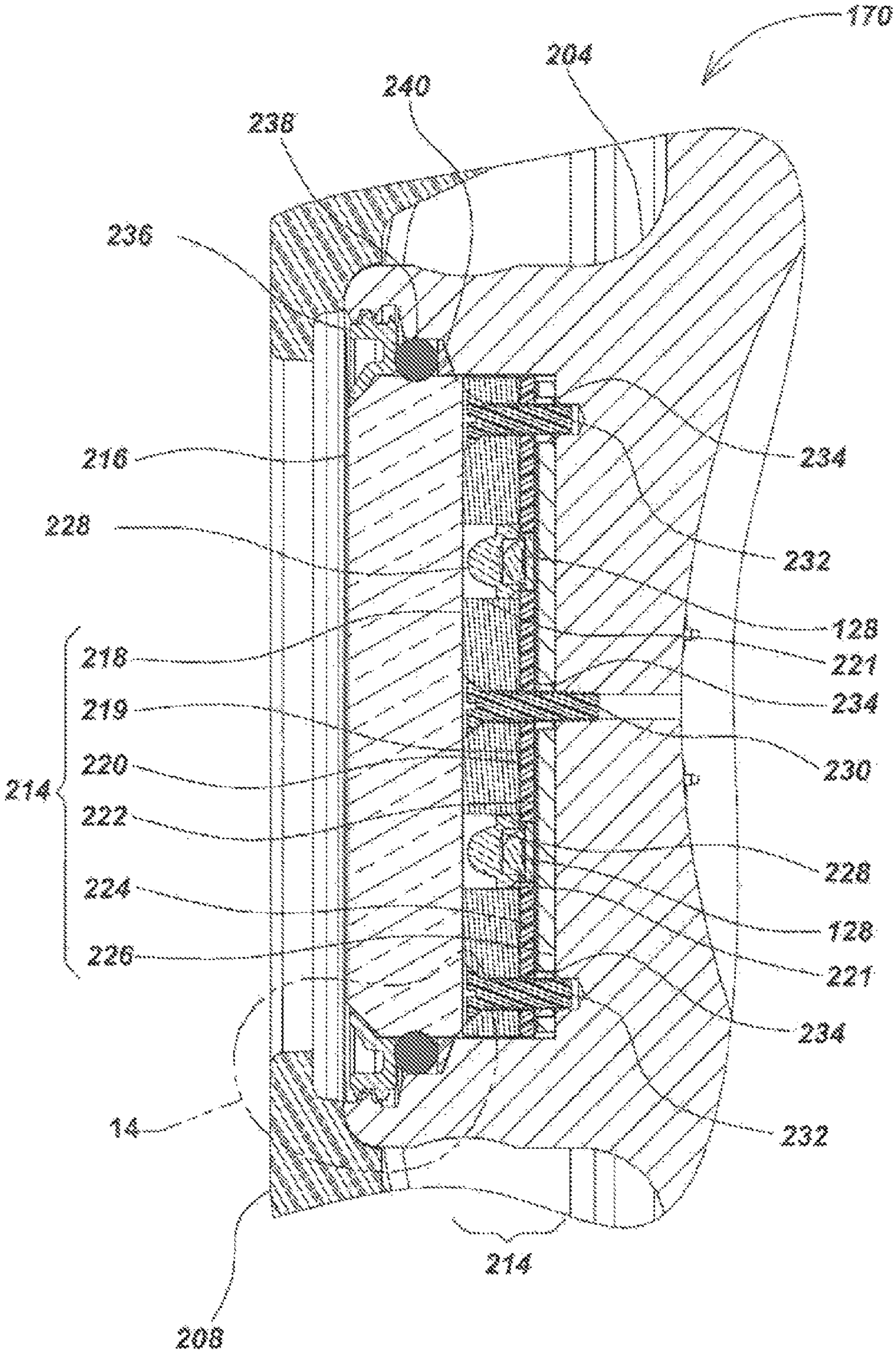
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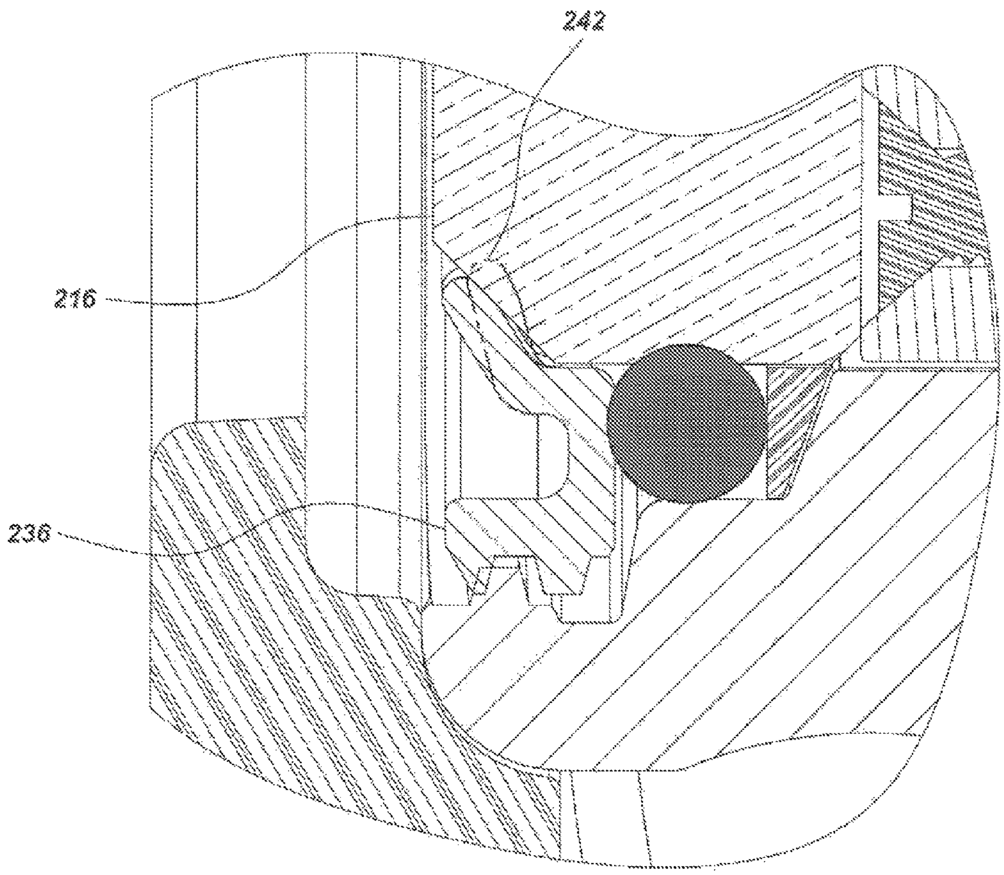
FIG. 13



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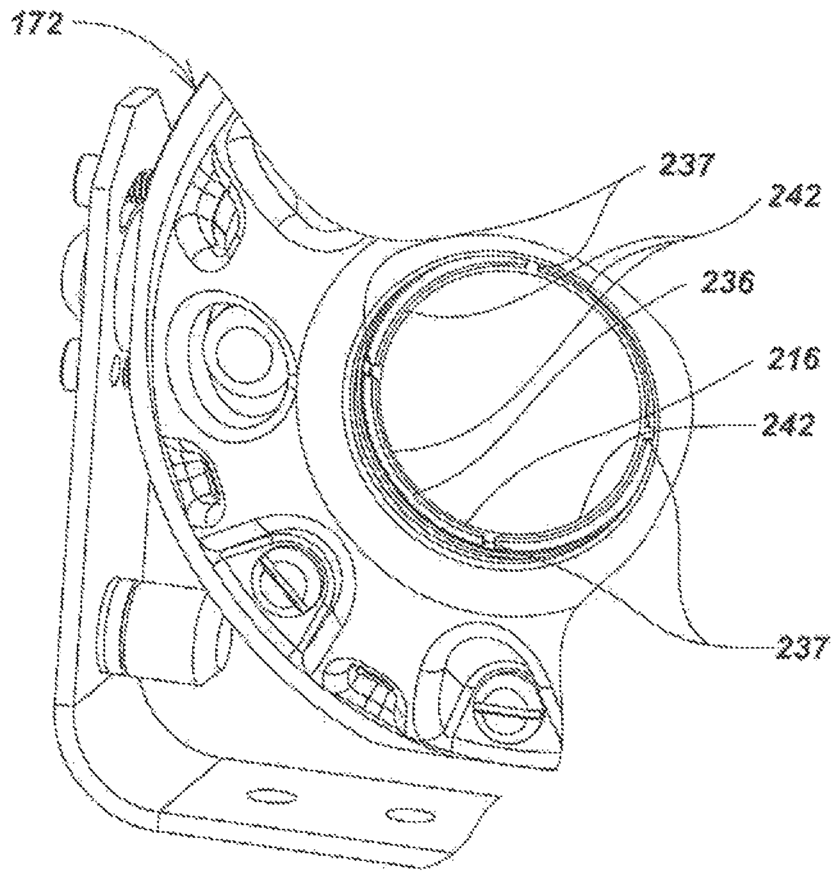

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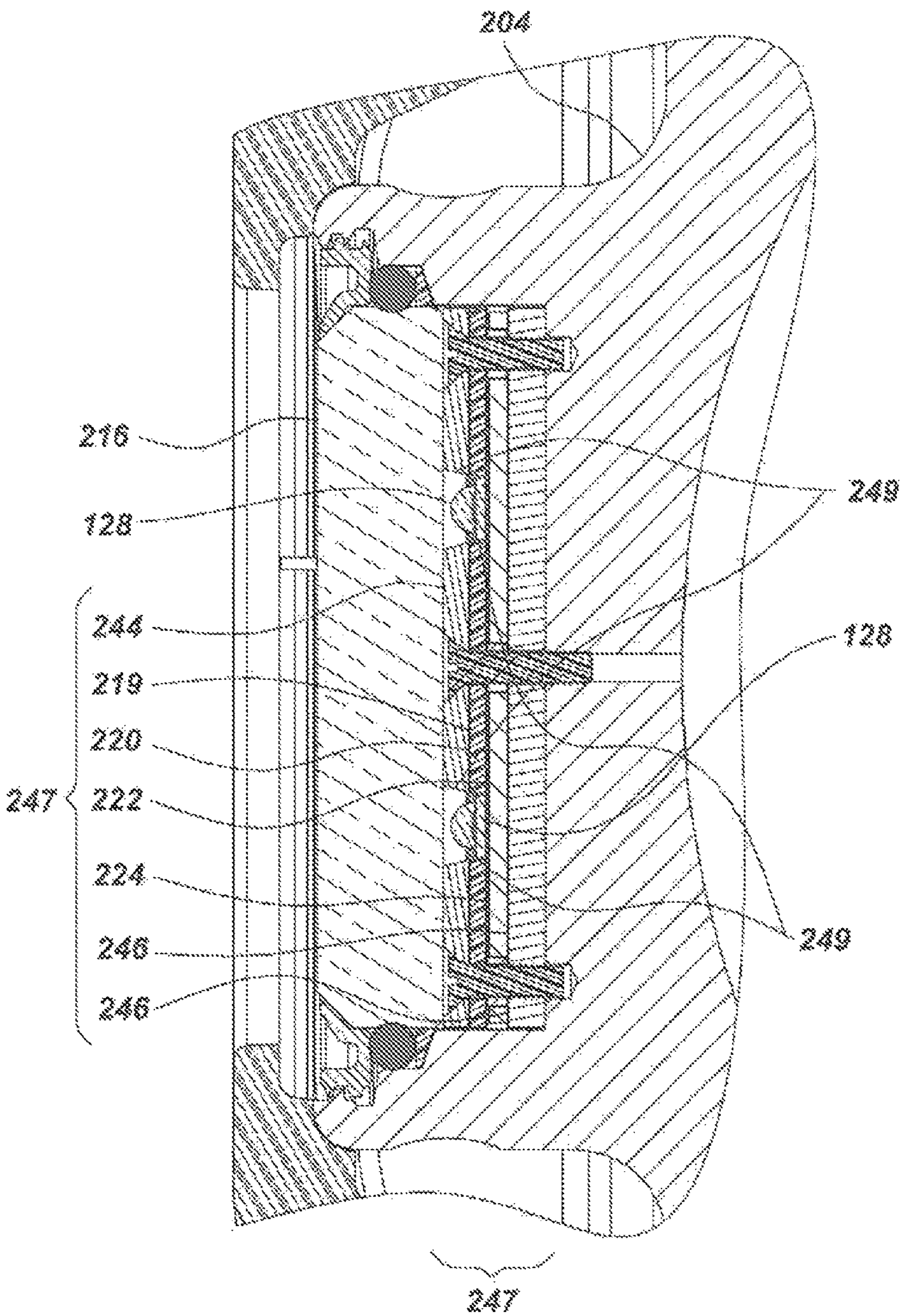

FIG. 16

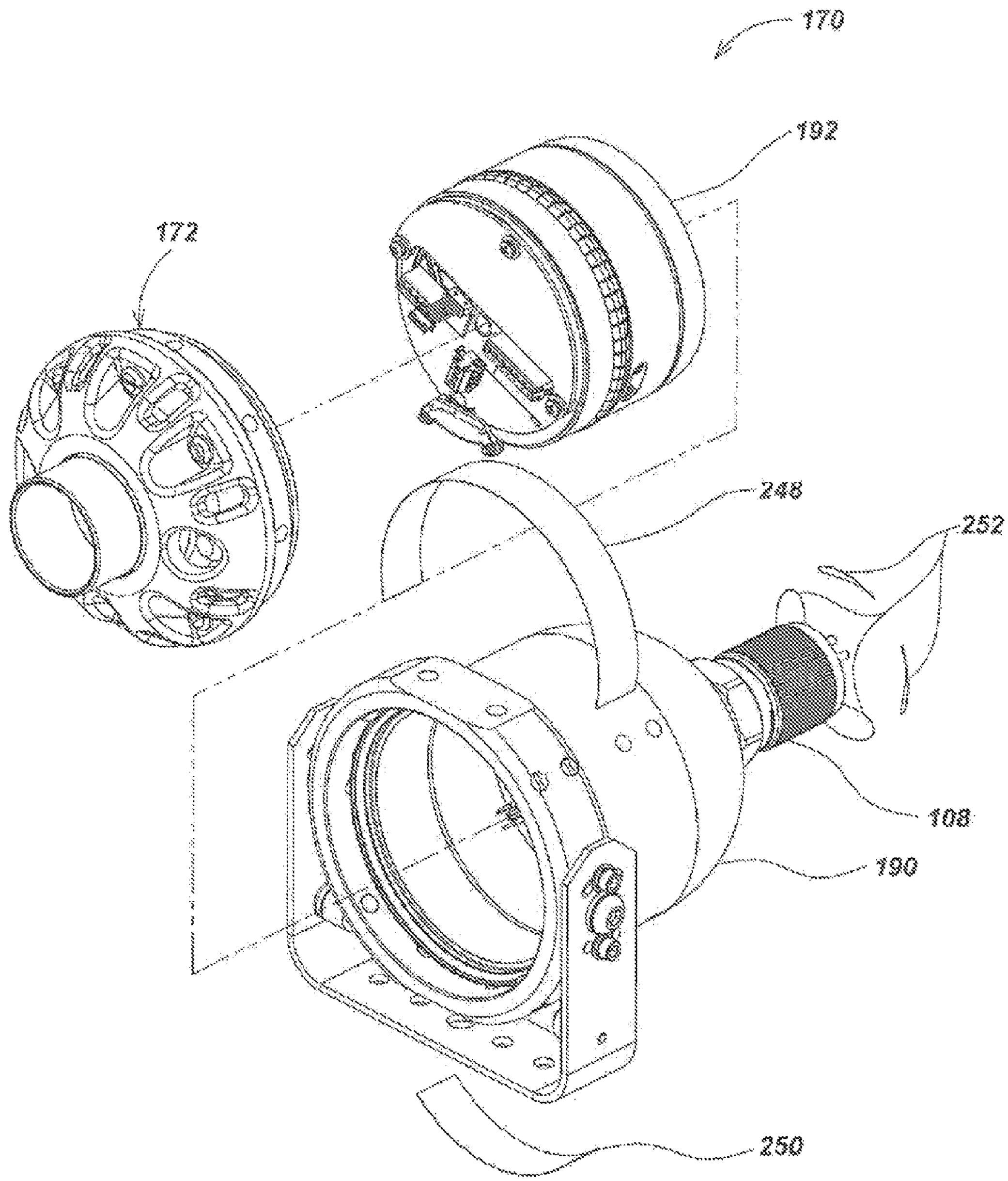

FIG. 17

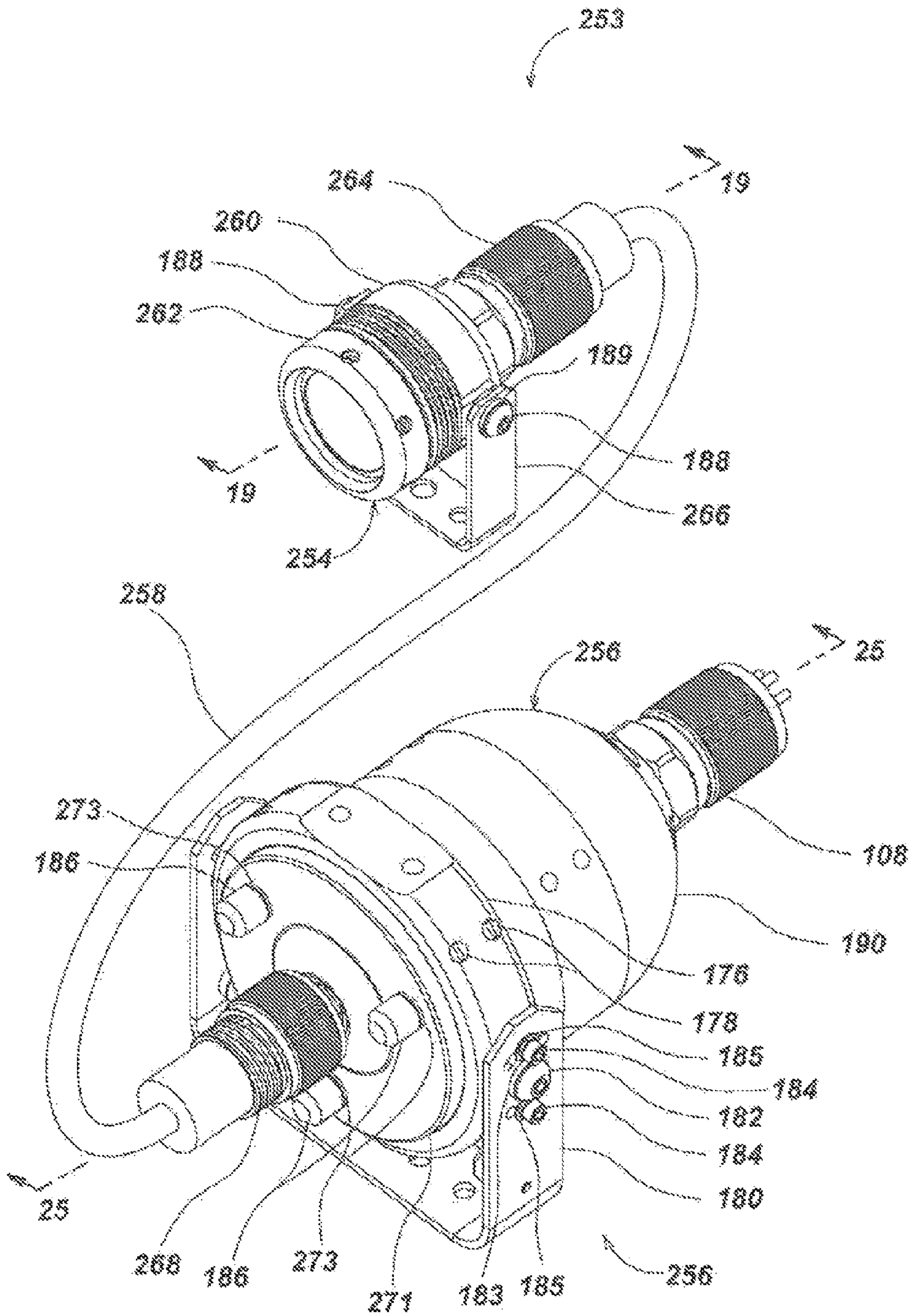

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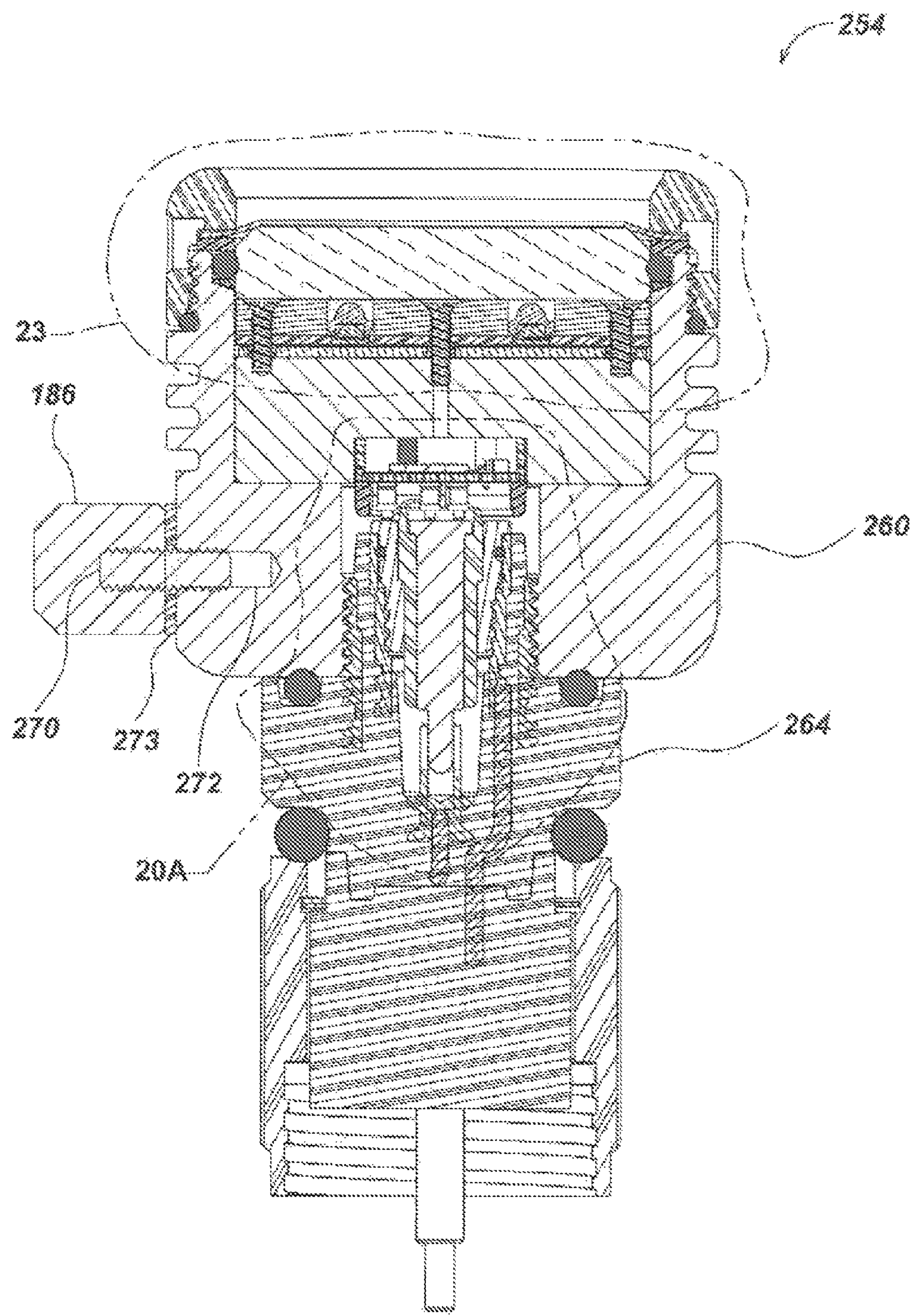
FIG. 18



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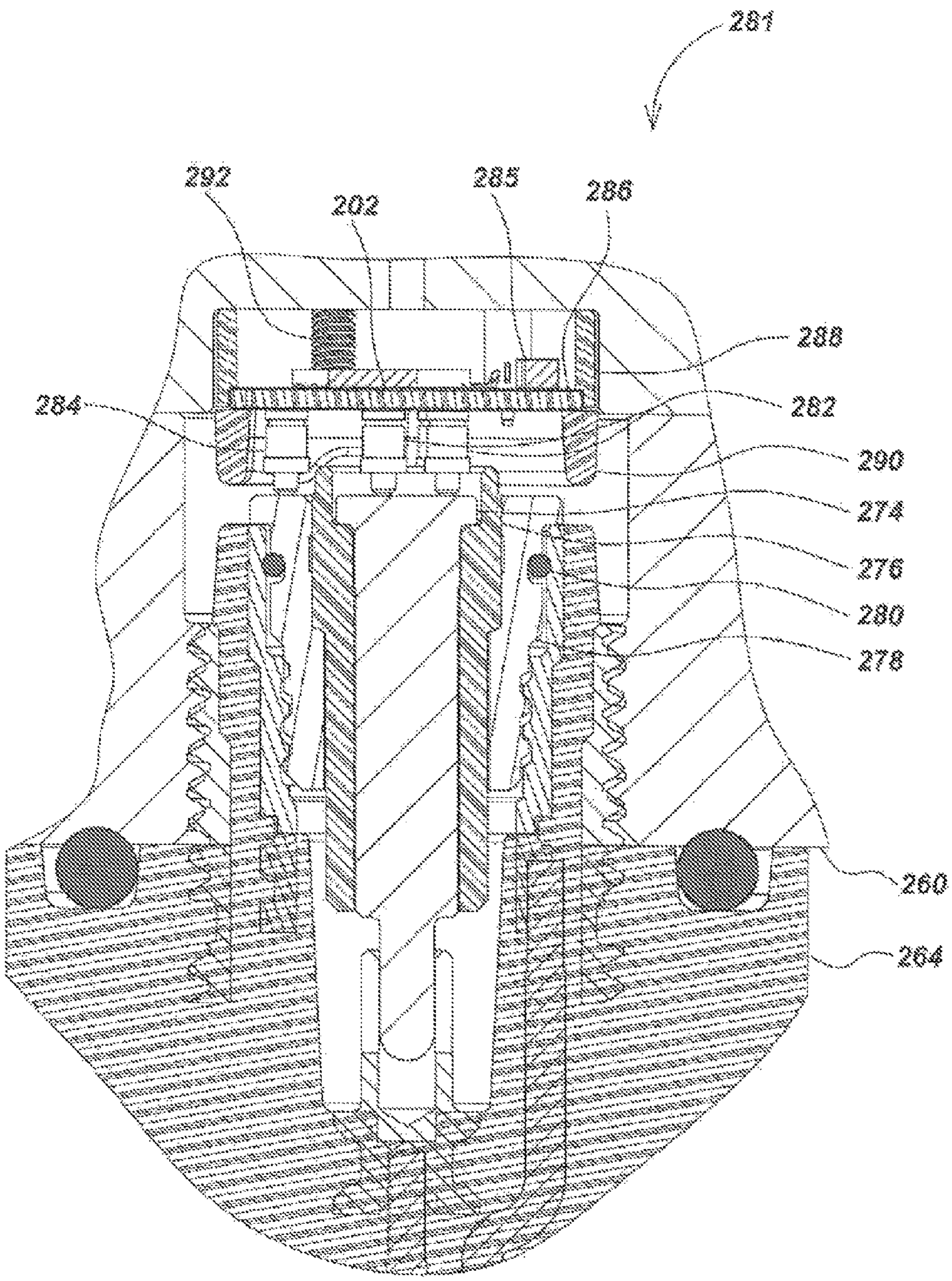
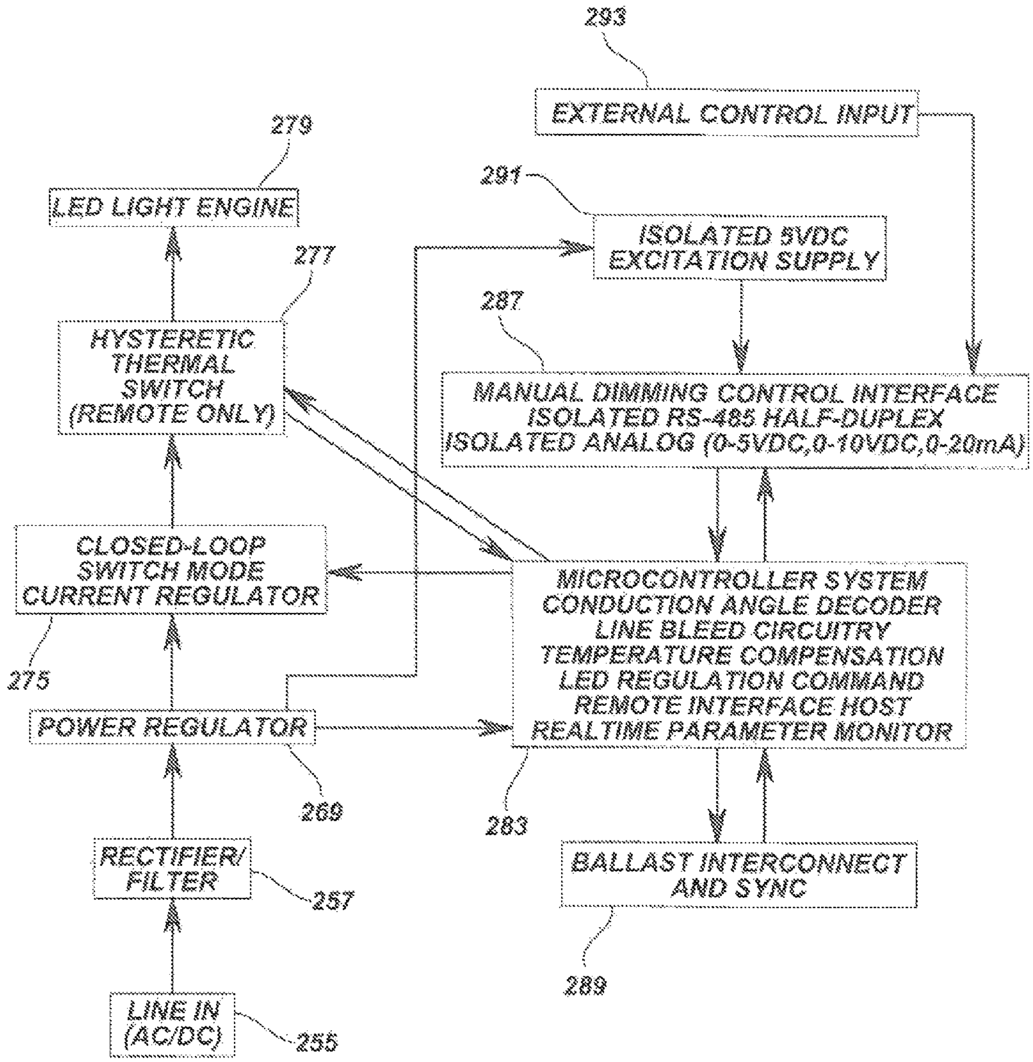


FIG. 20A


293
EXTERNAL CONTROL INPUT
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LED LIGHT ENGINE
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ISOLATED 5VDC EXCITATION SUPPLY
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287
HYSTERETIC THERMAL SWITCH (REMOTE ONLY)
MANUAL DIMMING CONTROL INTERFACE
ISOLATED RS-485 HALF-DUPLEX
ISOLATED ANALOG (0-5VDC,0-10VDC,0-20mA)
CLOSED-LOOP SWITCH MODE CURRENT REGULATOR
MICROCONTROLLER SYSTEM
CONDUCTION ANGLE DECODER
LINE BLEED CIRCUITRY
TEMPERATURE COMPENSATION
LED REGULATION COMMAND
REMOTE INTERFACE HOST
REALTIME PARAMETER MONITOR
275
POWER REGULATOR
269
283
RECTIFIER/ FILTER
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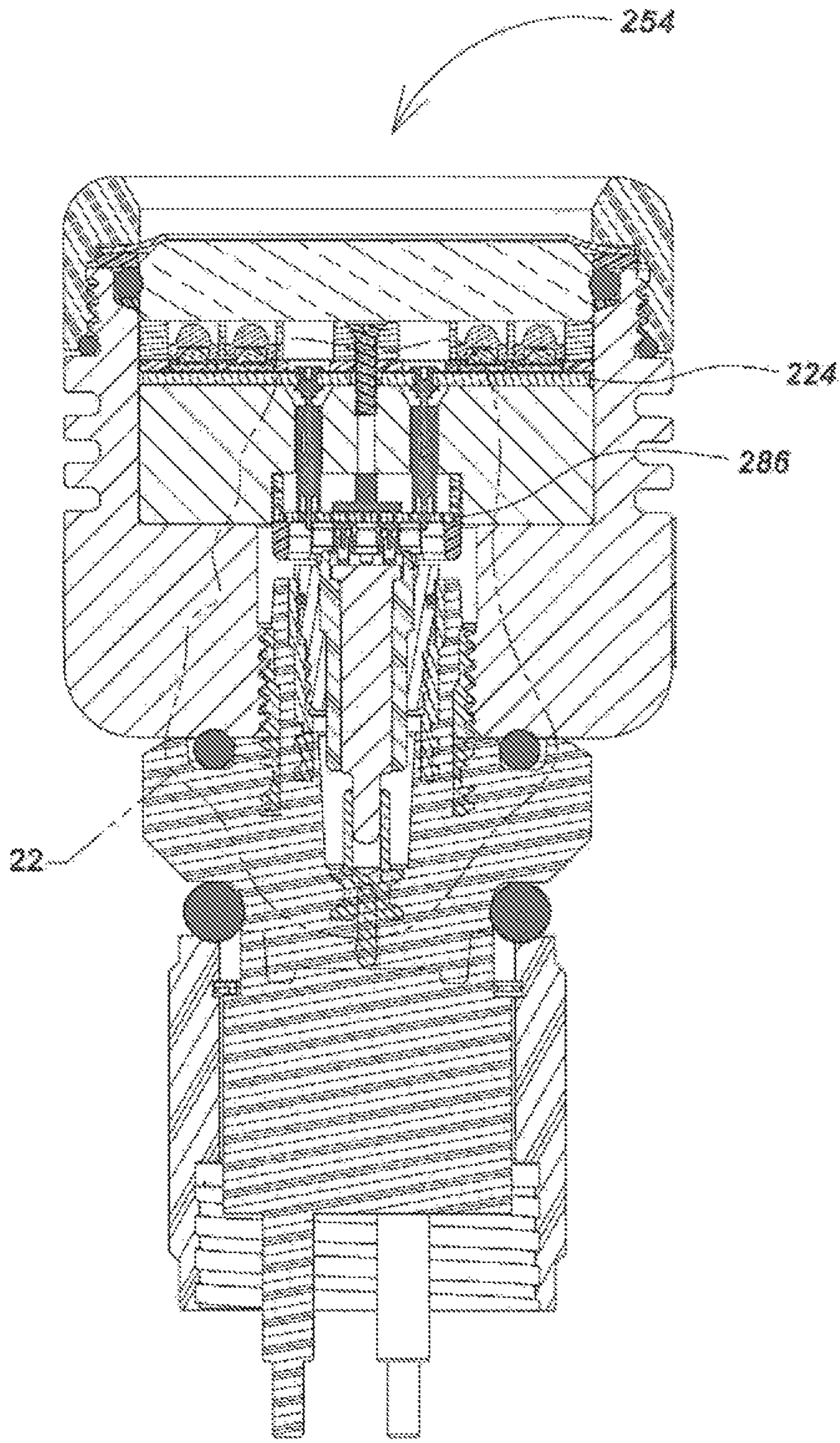
BALLAST INTERCONNECT AND SYNC
289
LINE IN (AC/DC)
255

FIG. 20B



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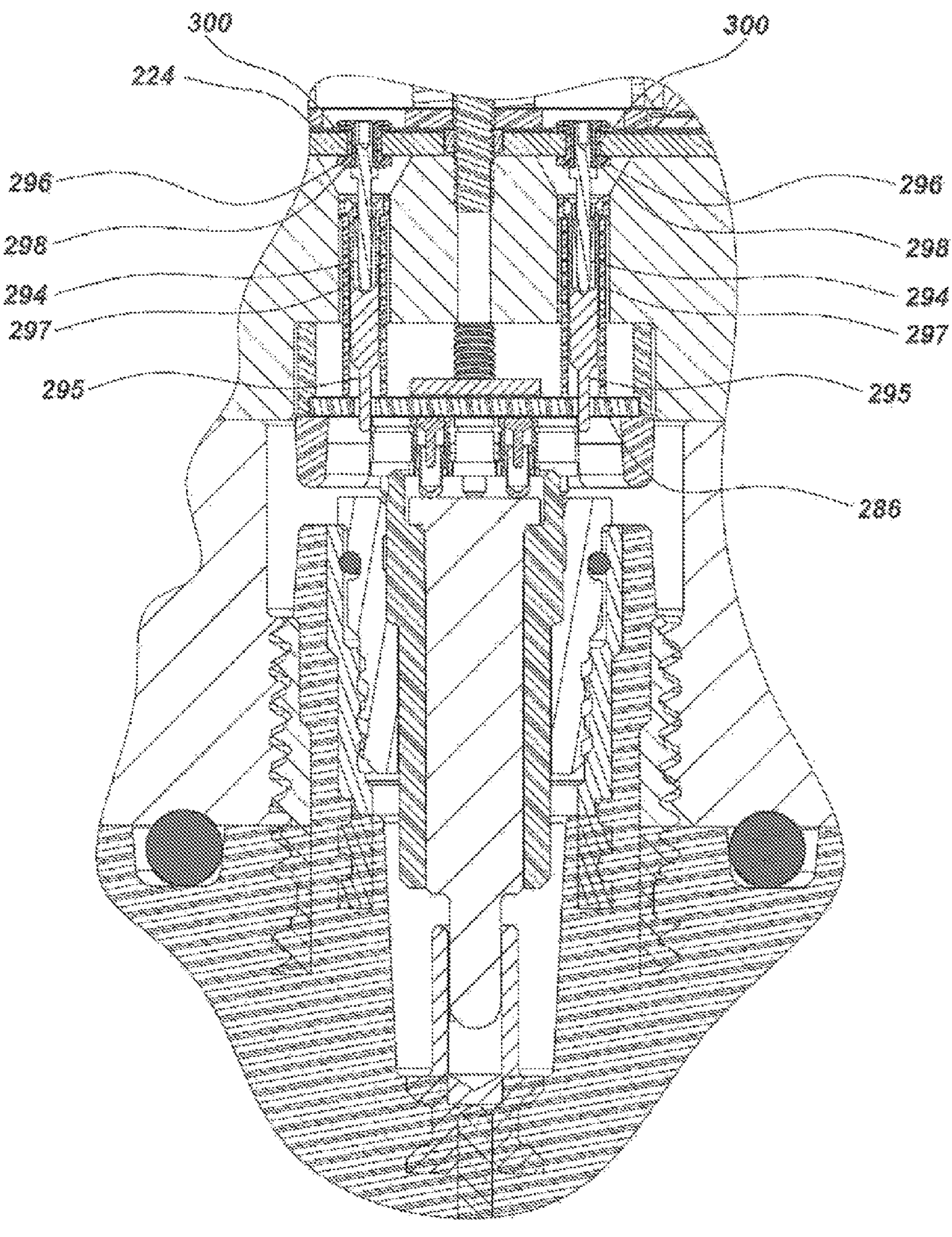

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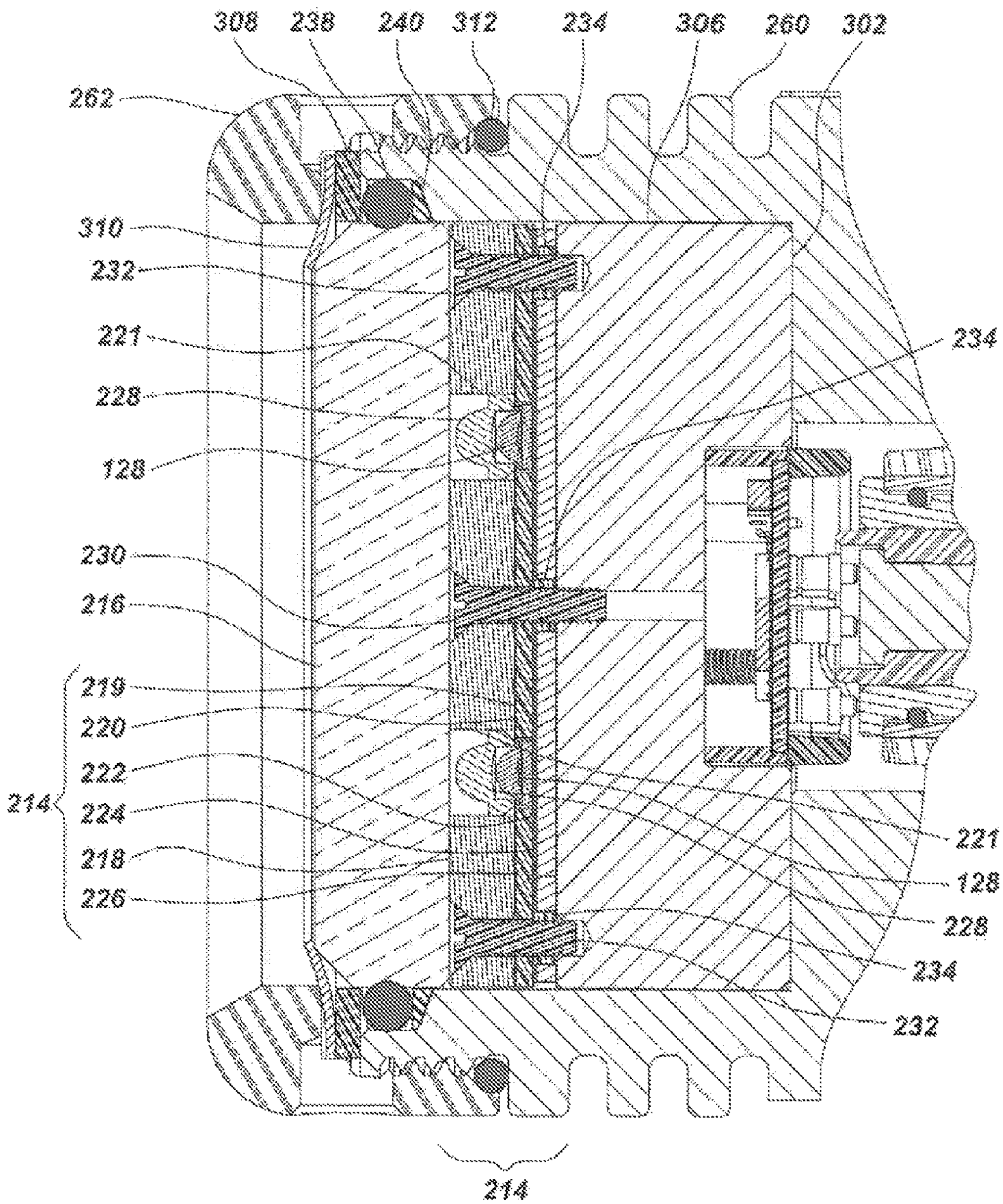
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FIG. 23

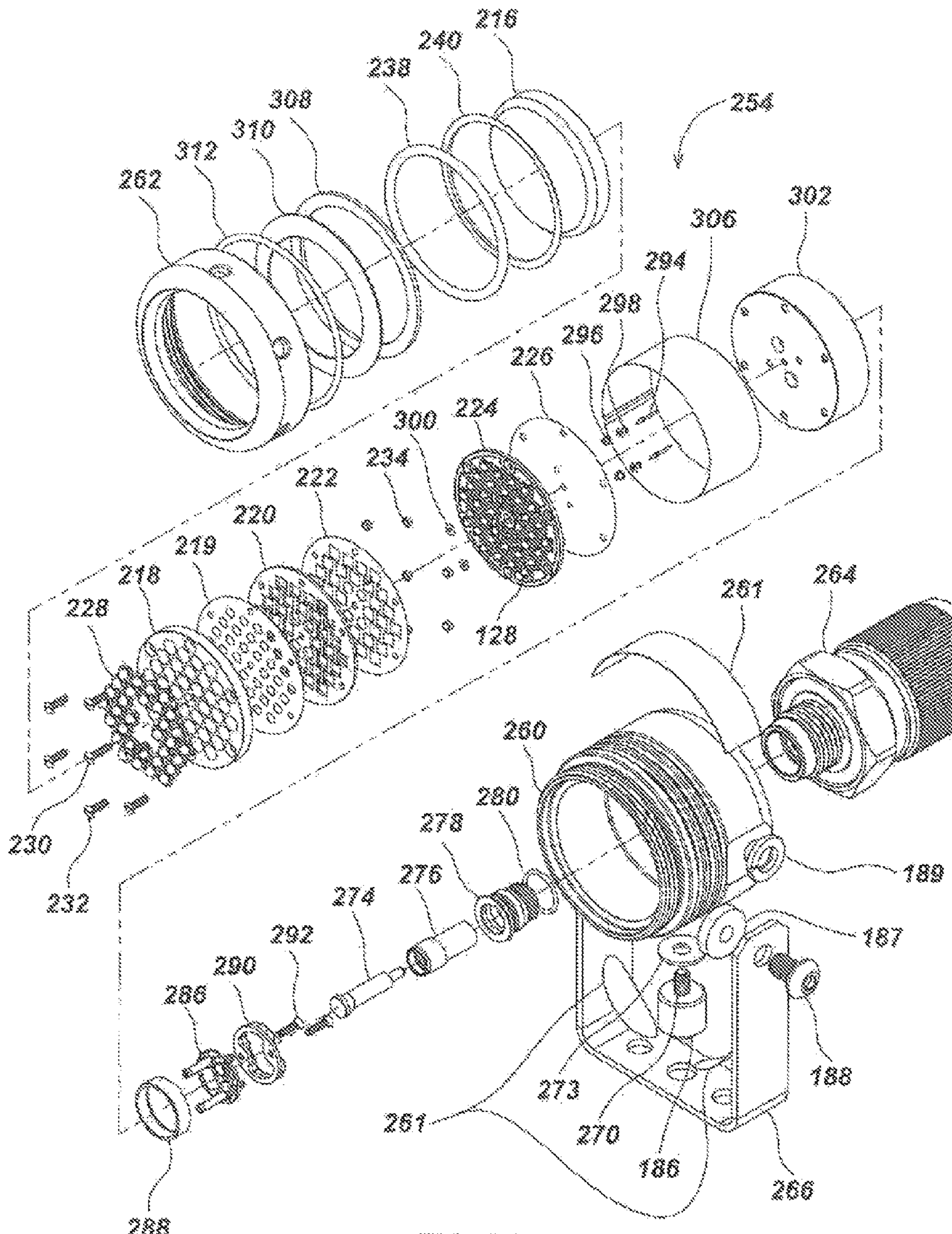
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FIG. 24

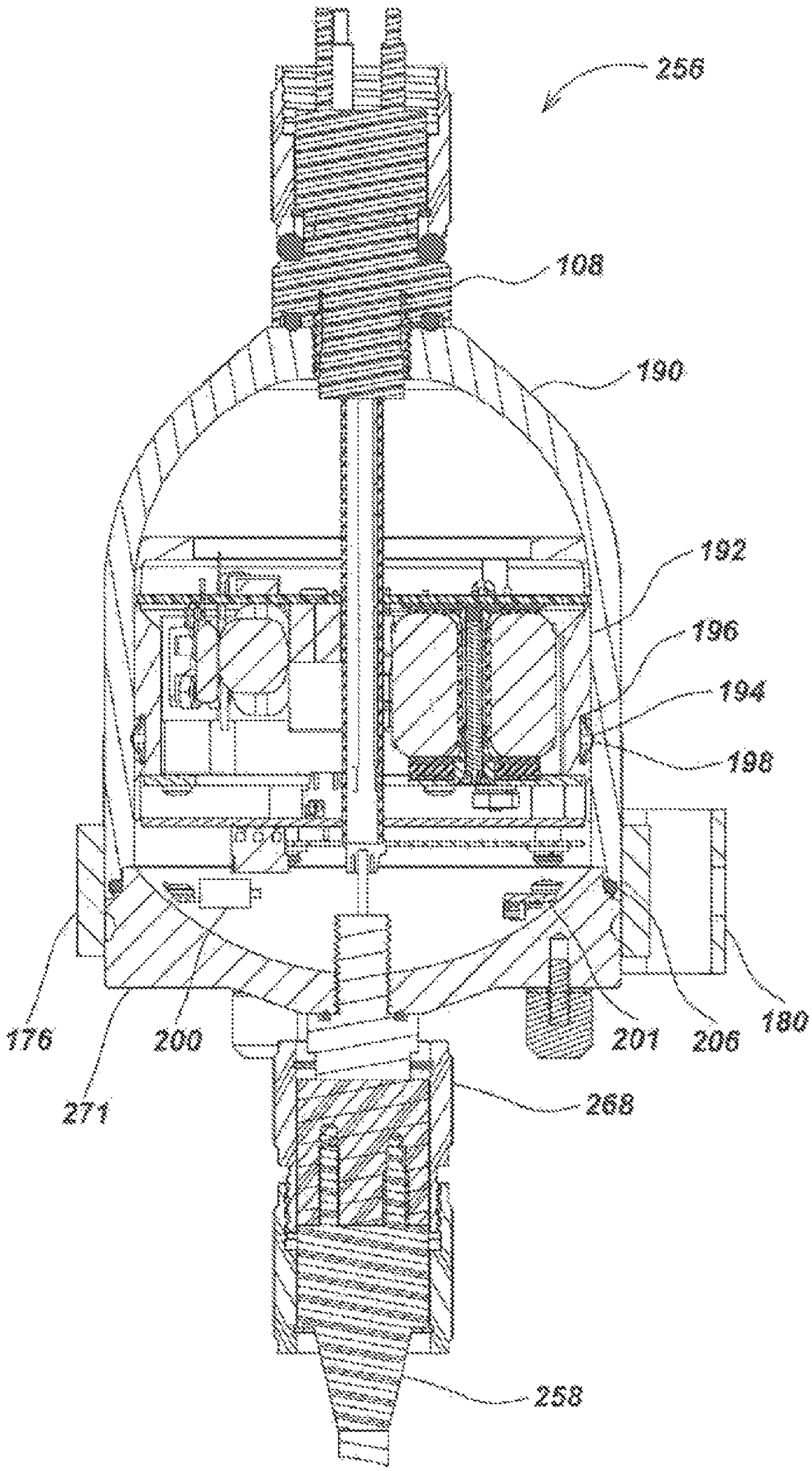

FIG. 25

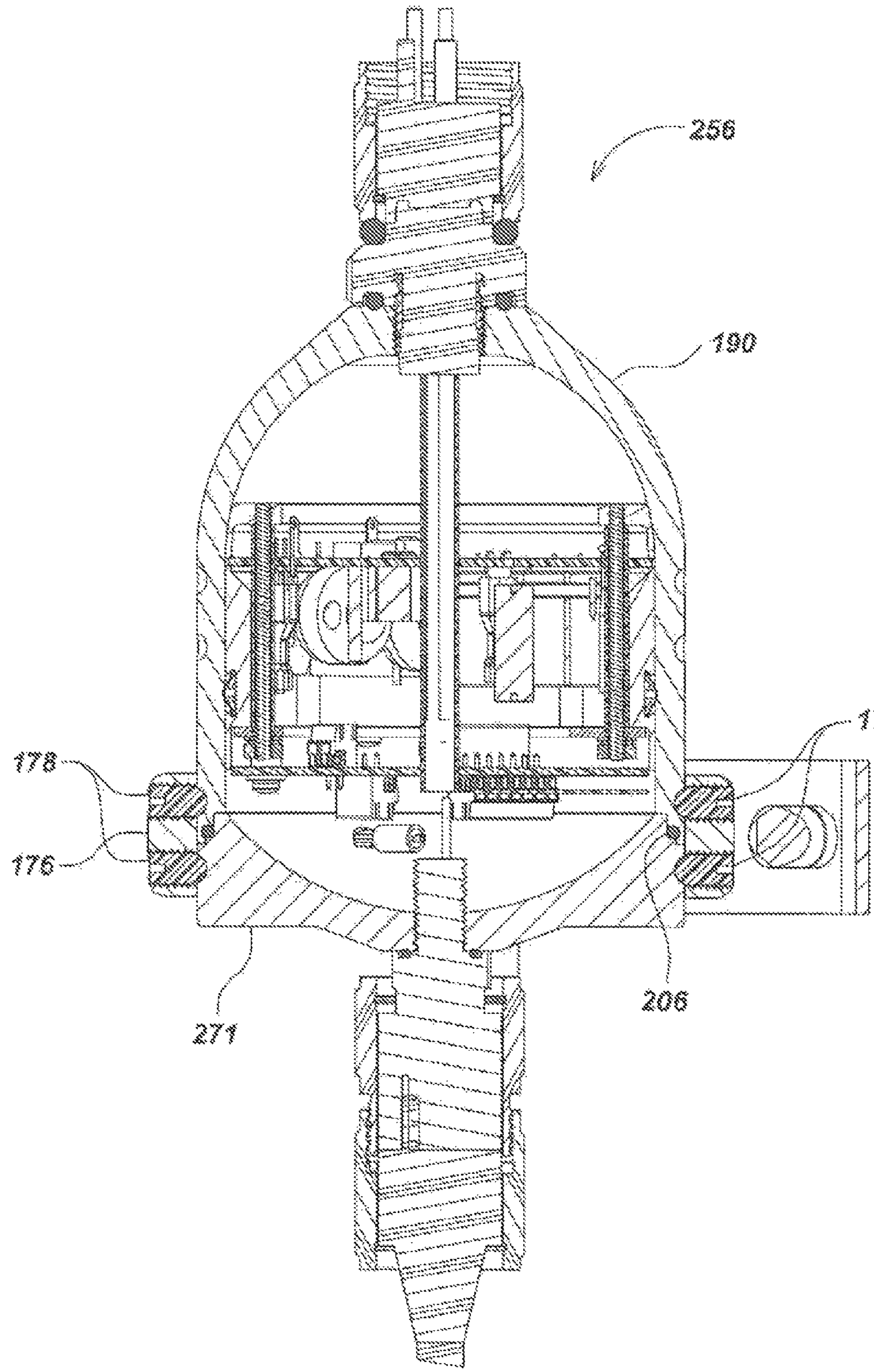

FIG. 26

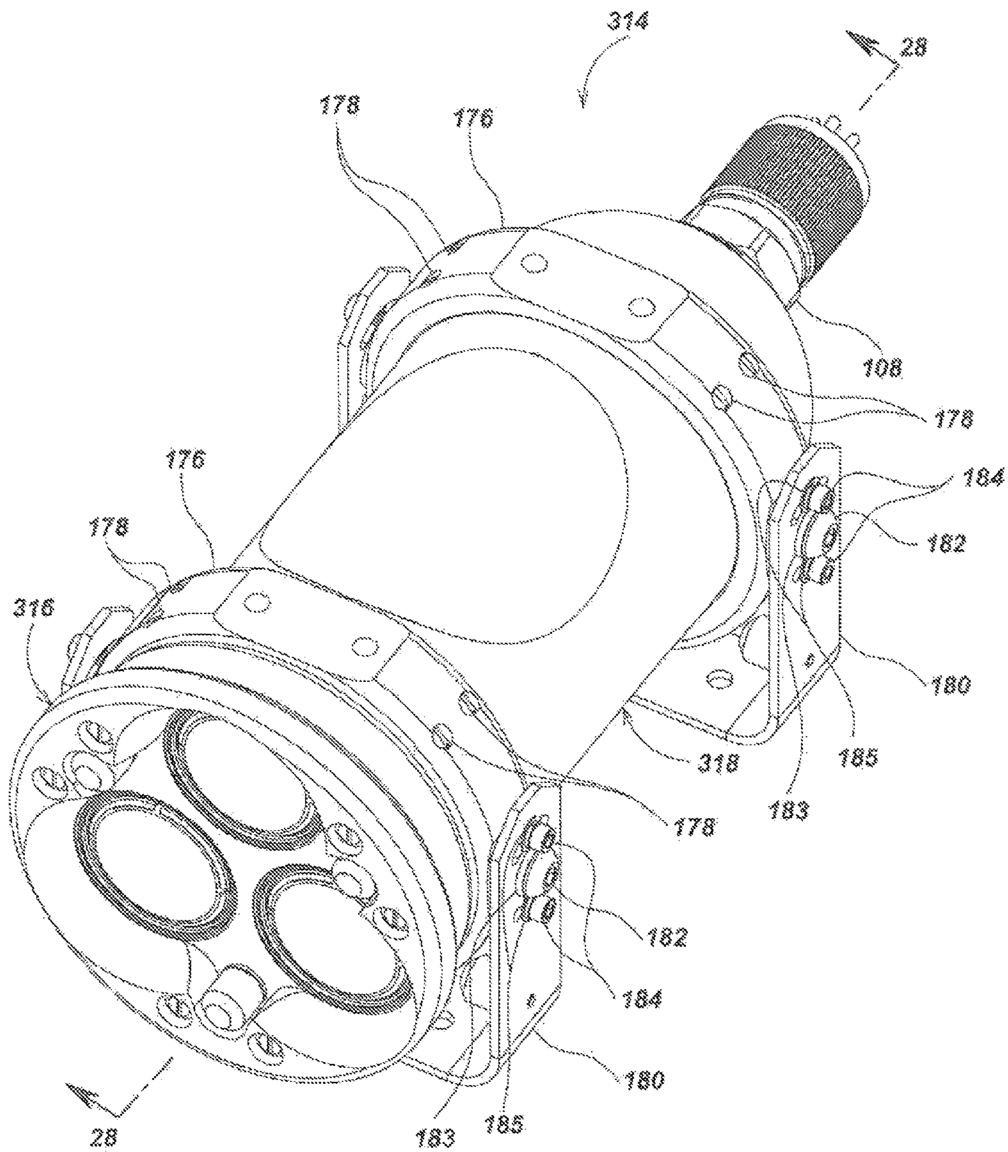
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FIG. 27

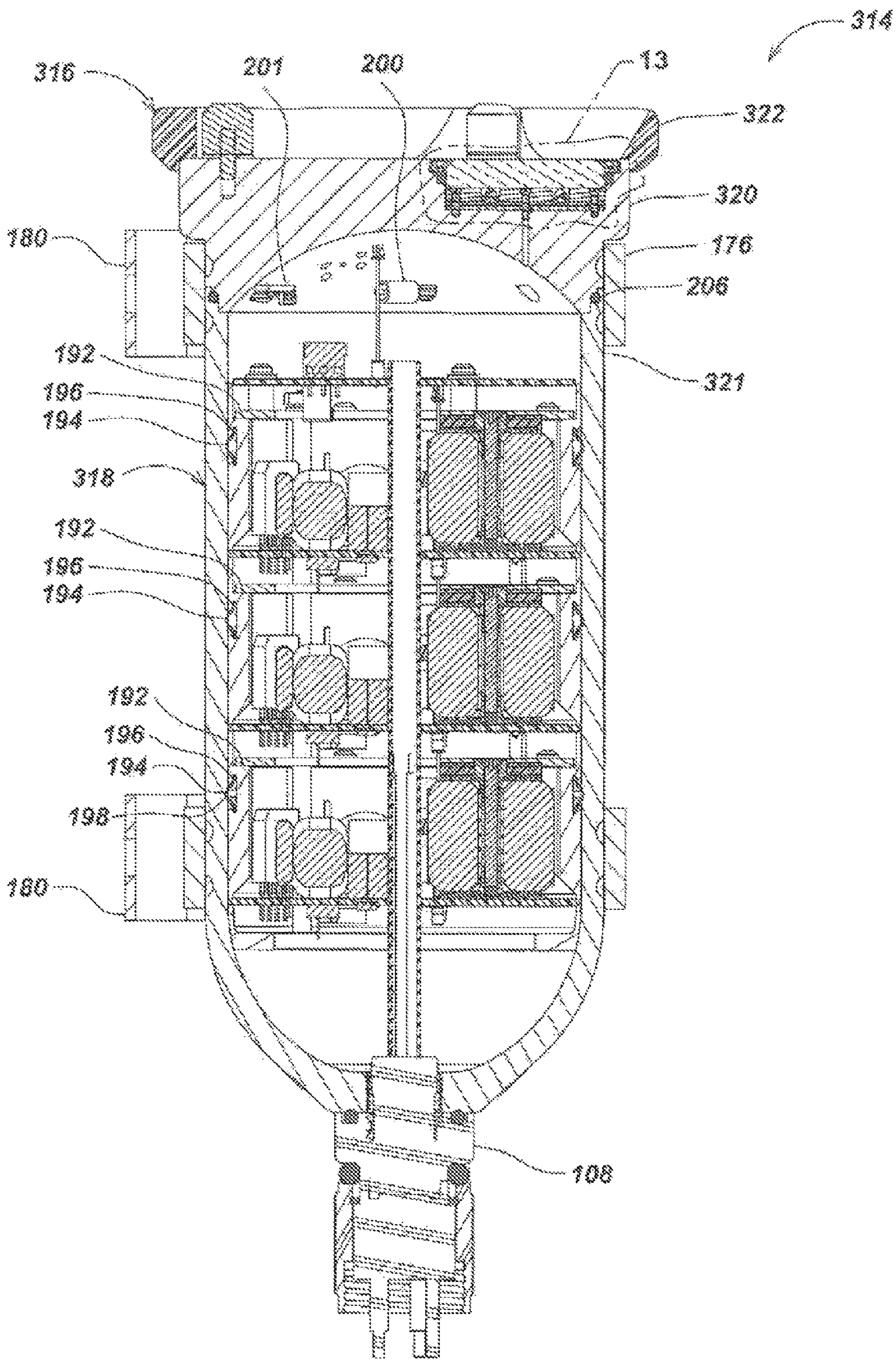
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FIG. 28

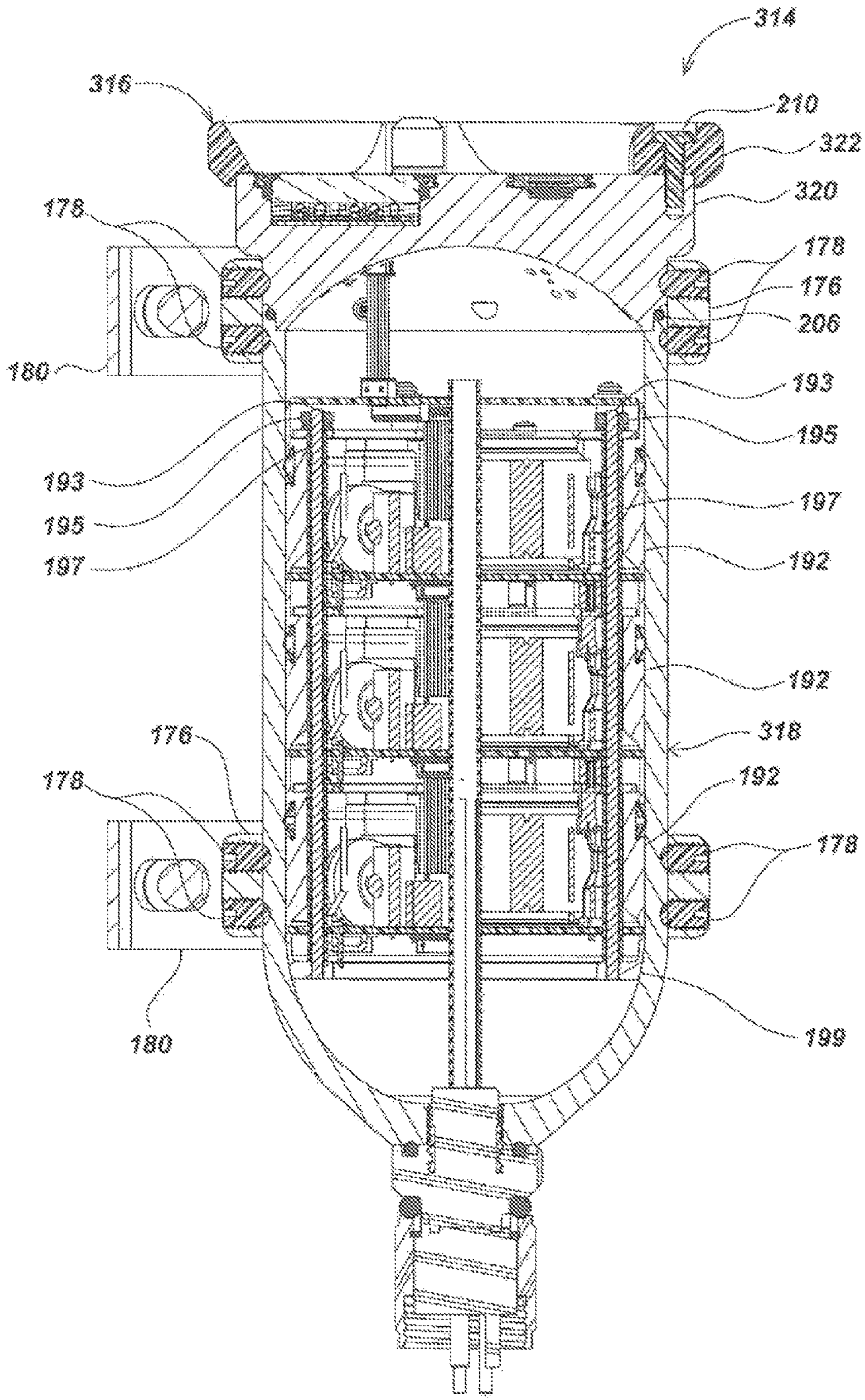
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FIG. 29

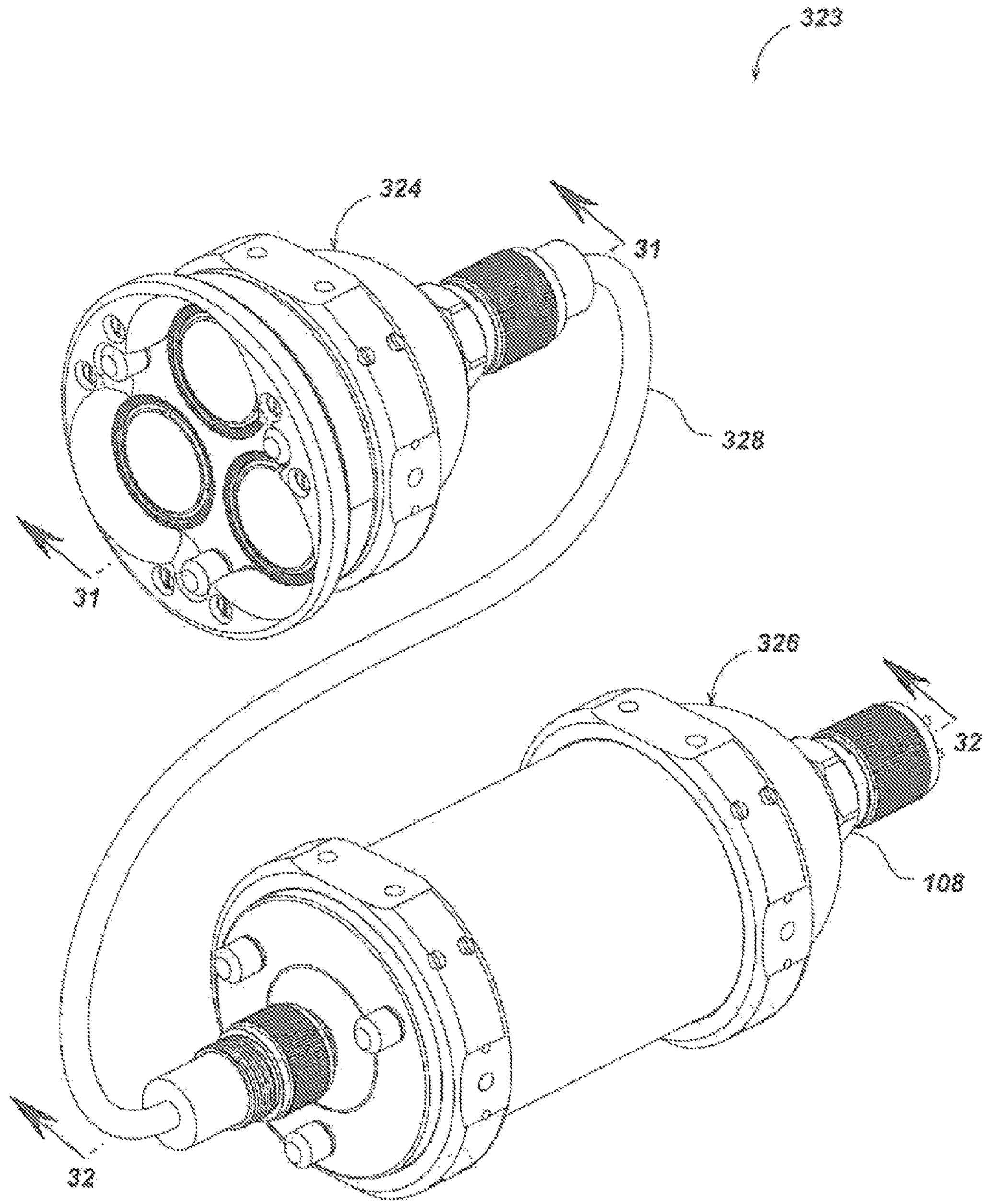

FIG. 30

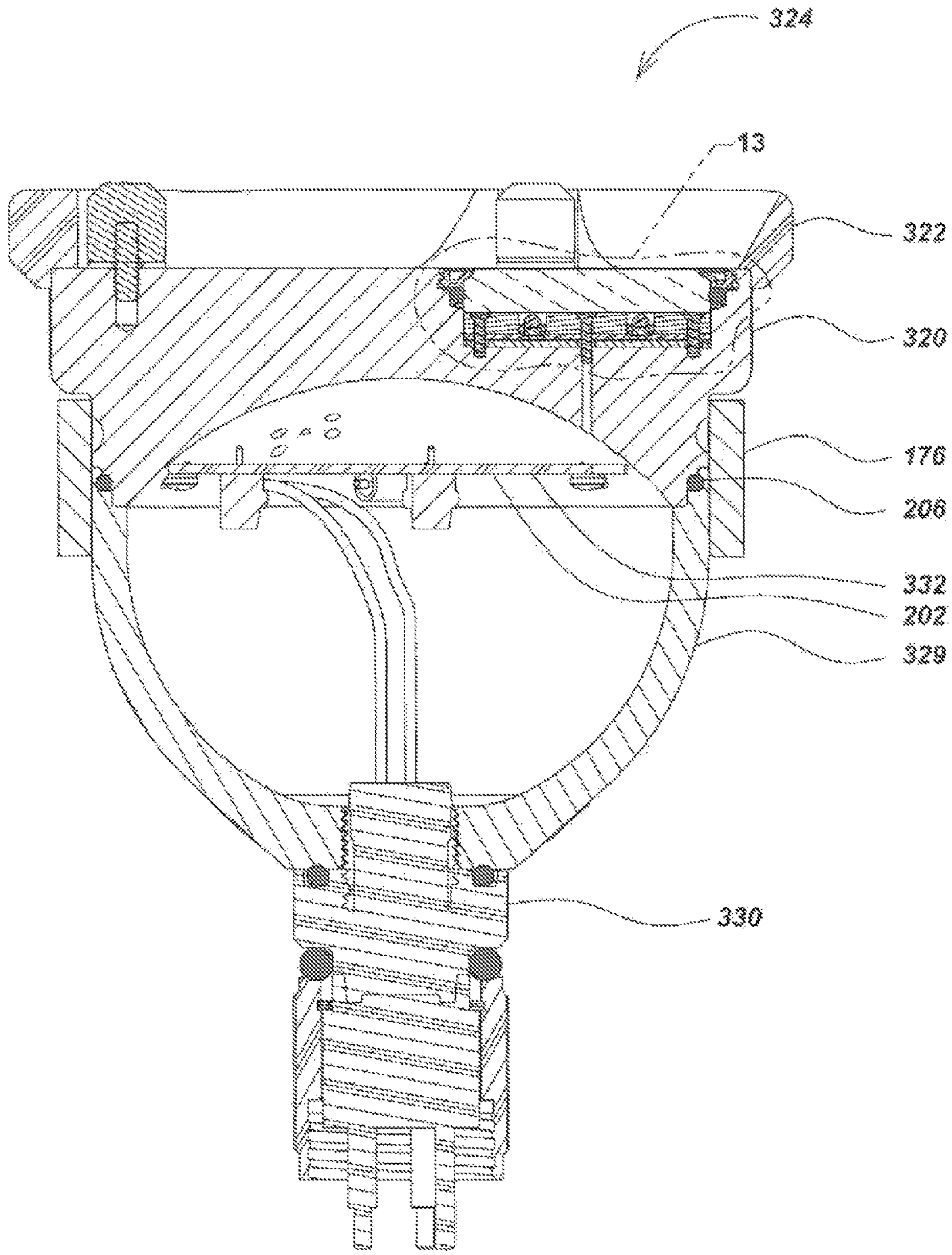

FIG. 31

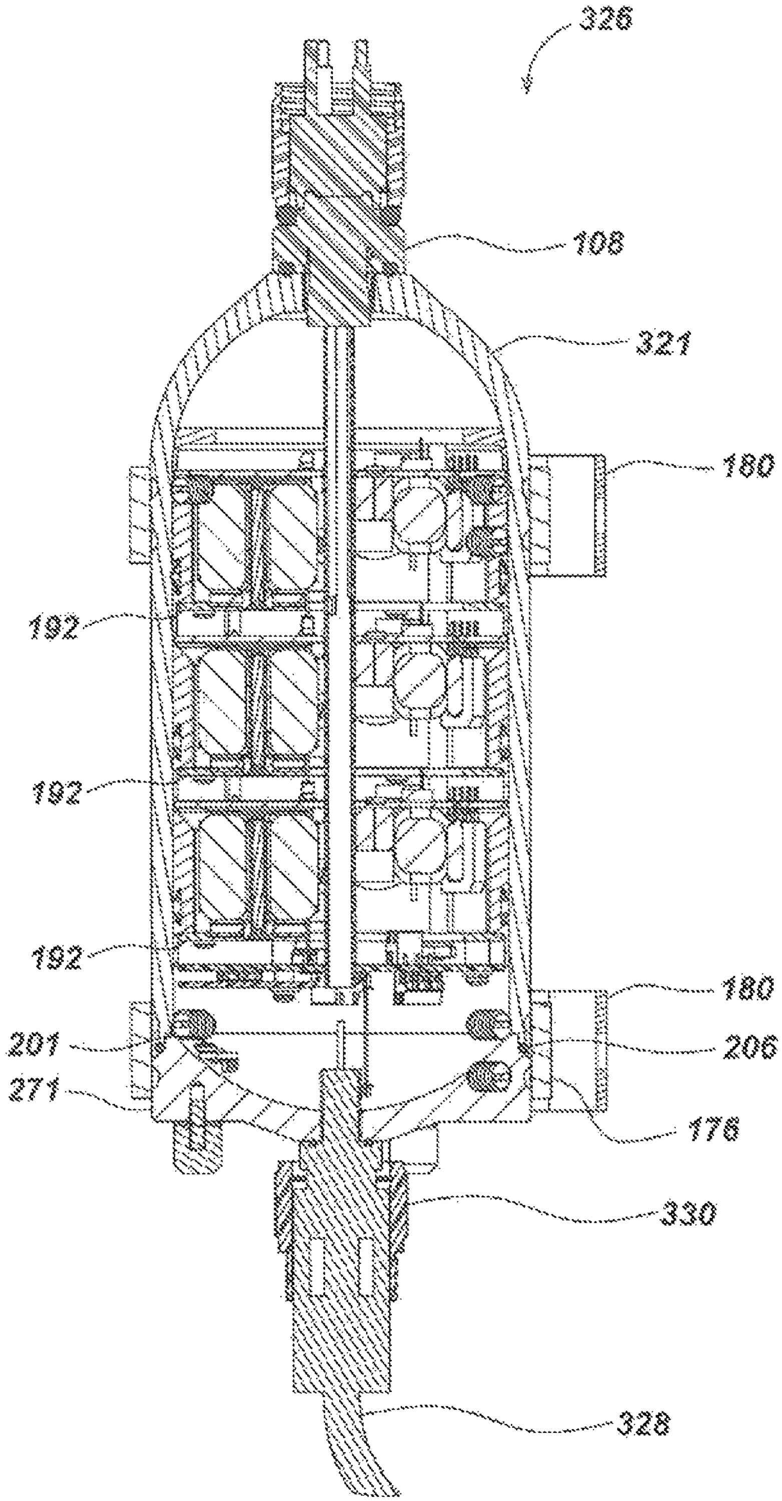

FIG. 32

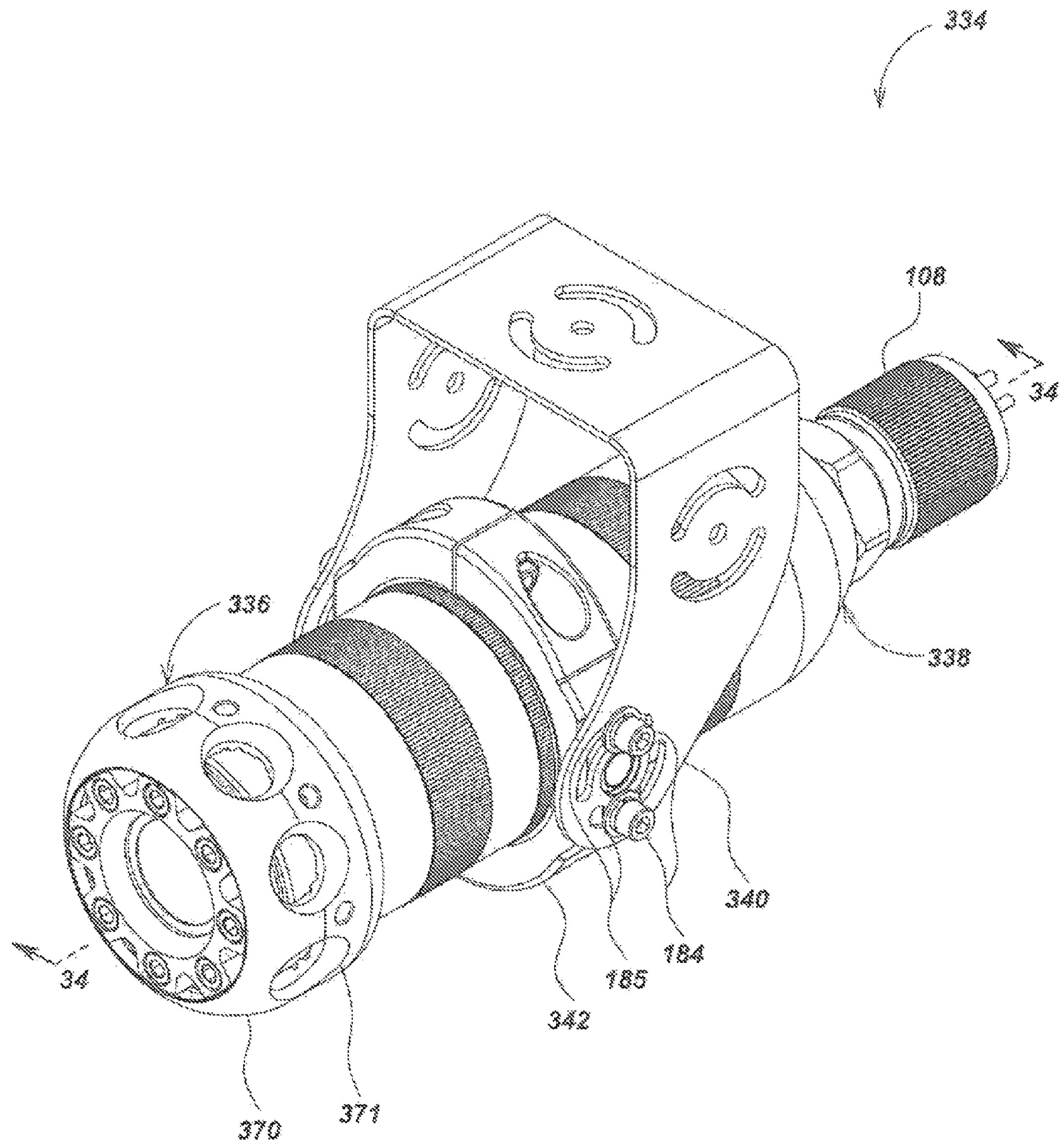

FIG. 33

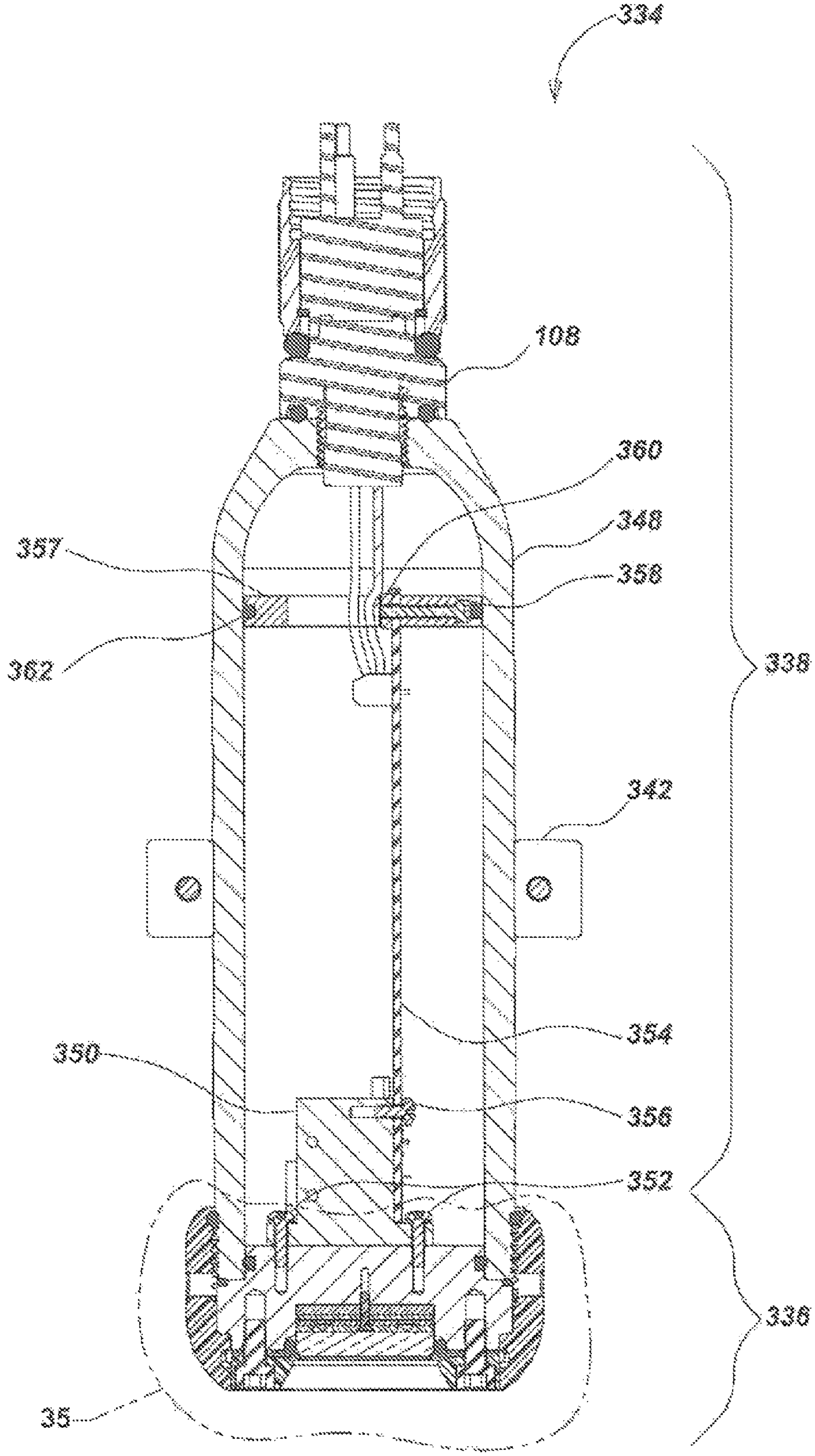

FIG. 34

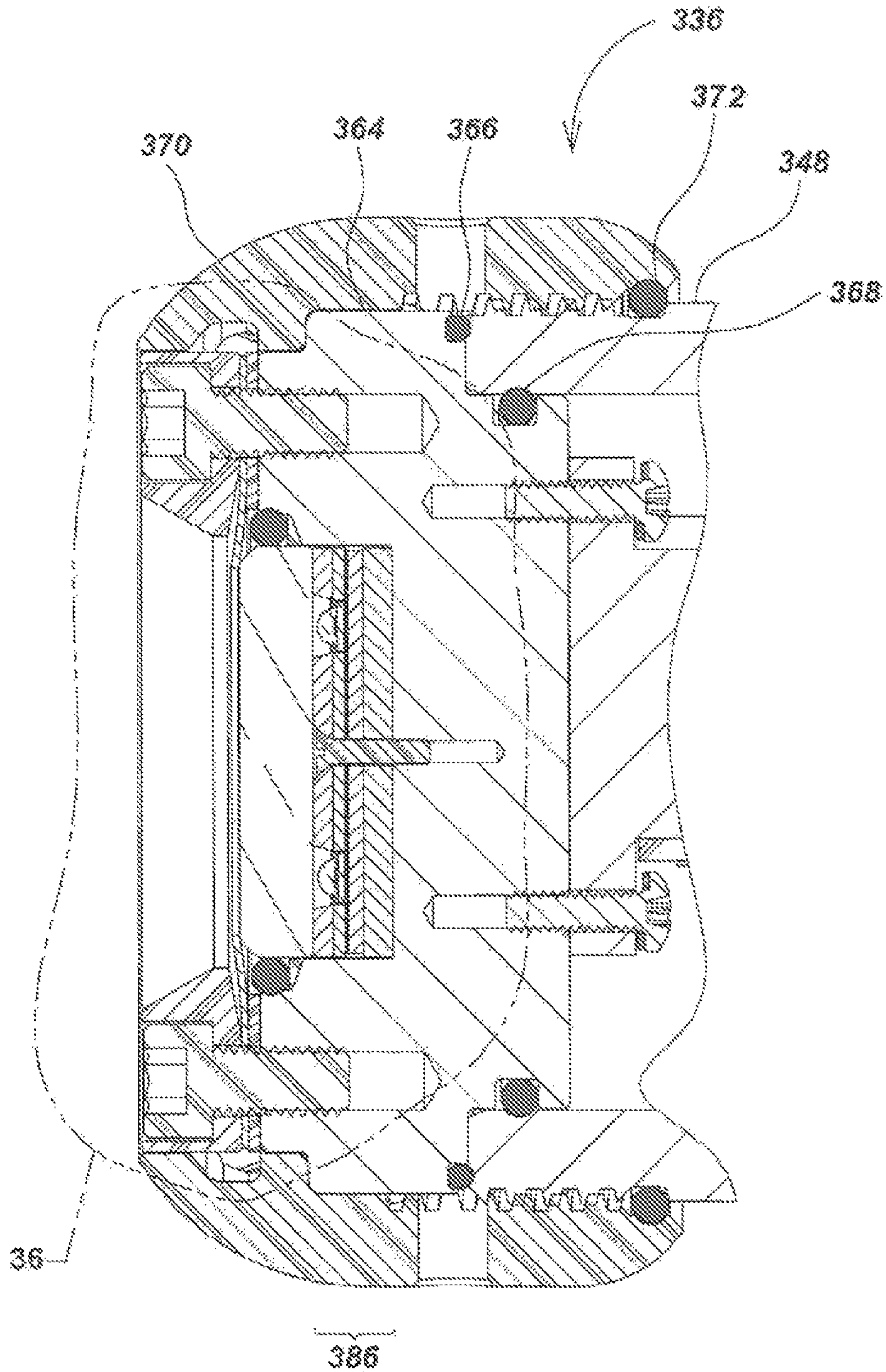

FIG. 35

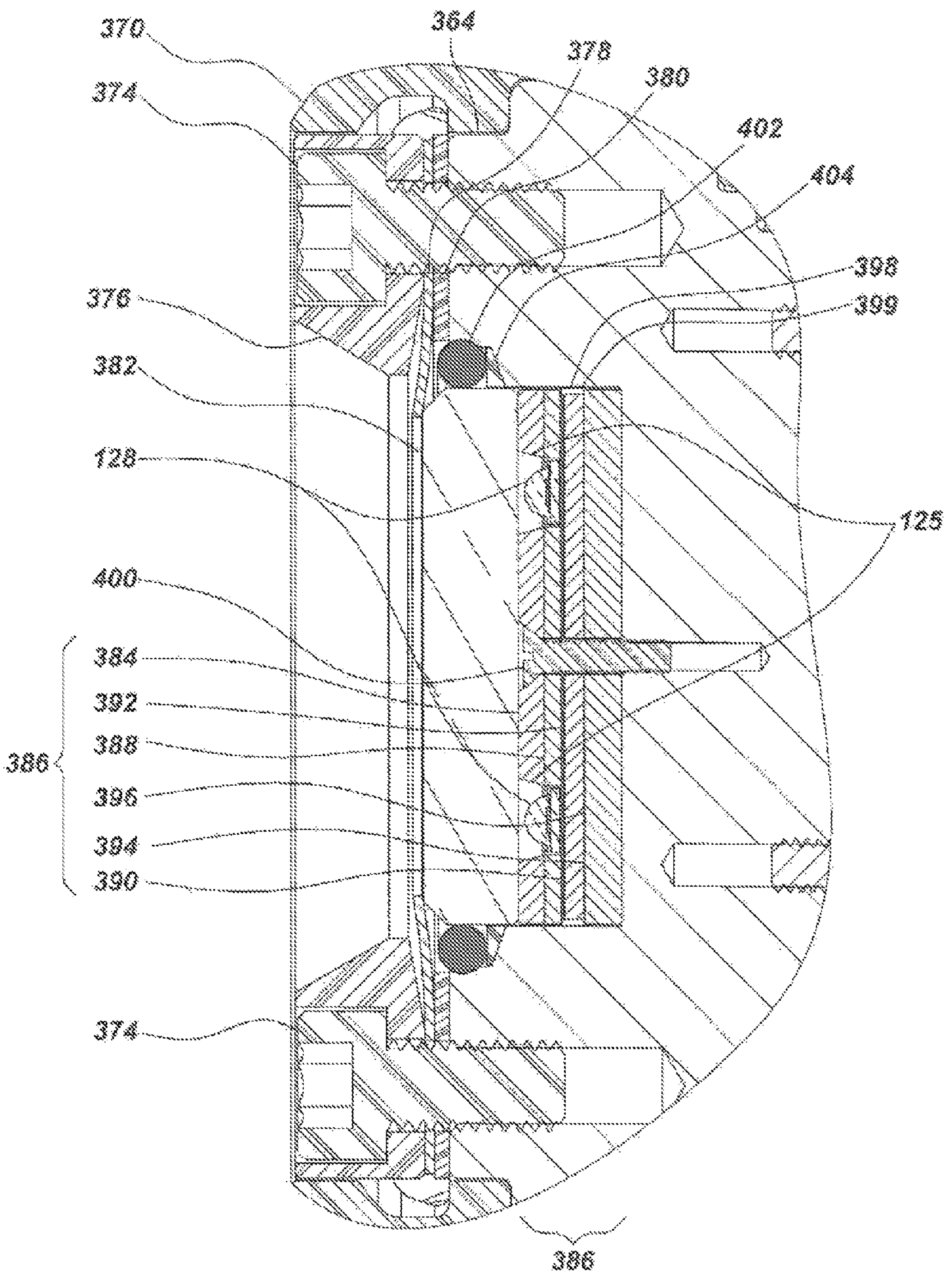
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FIG. 36

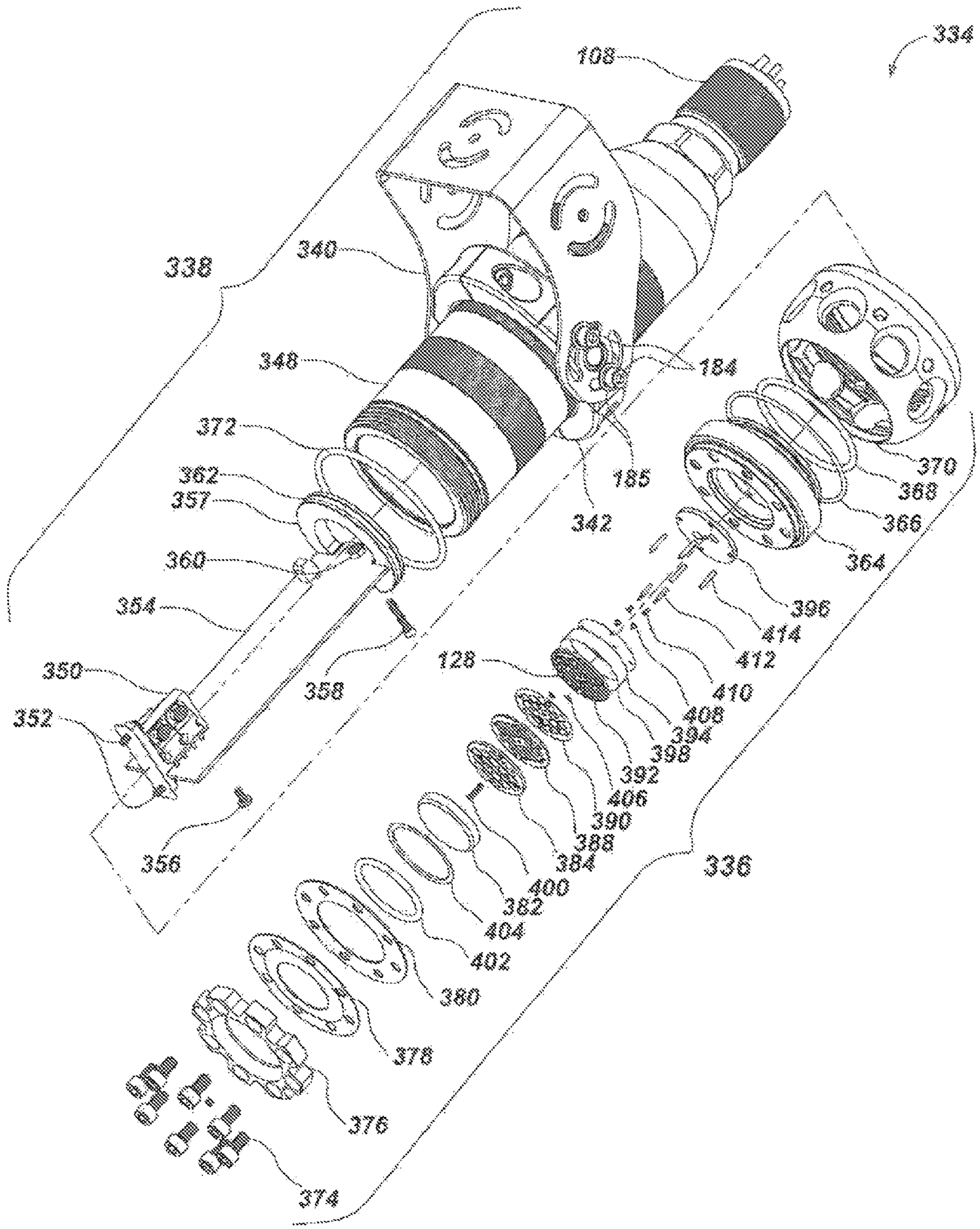

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FIG. 37

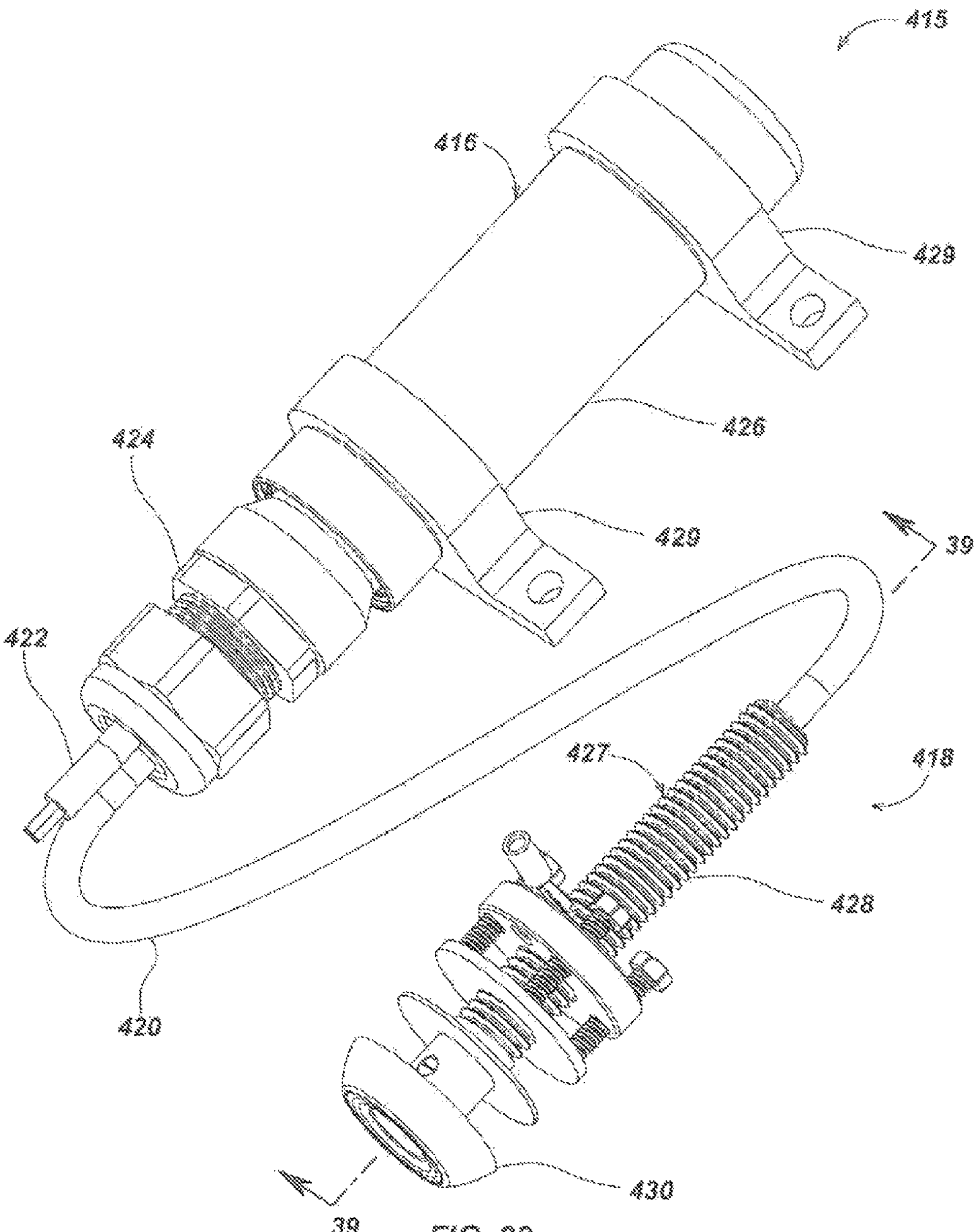

FIG. 38

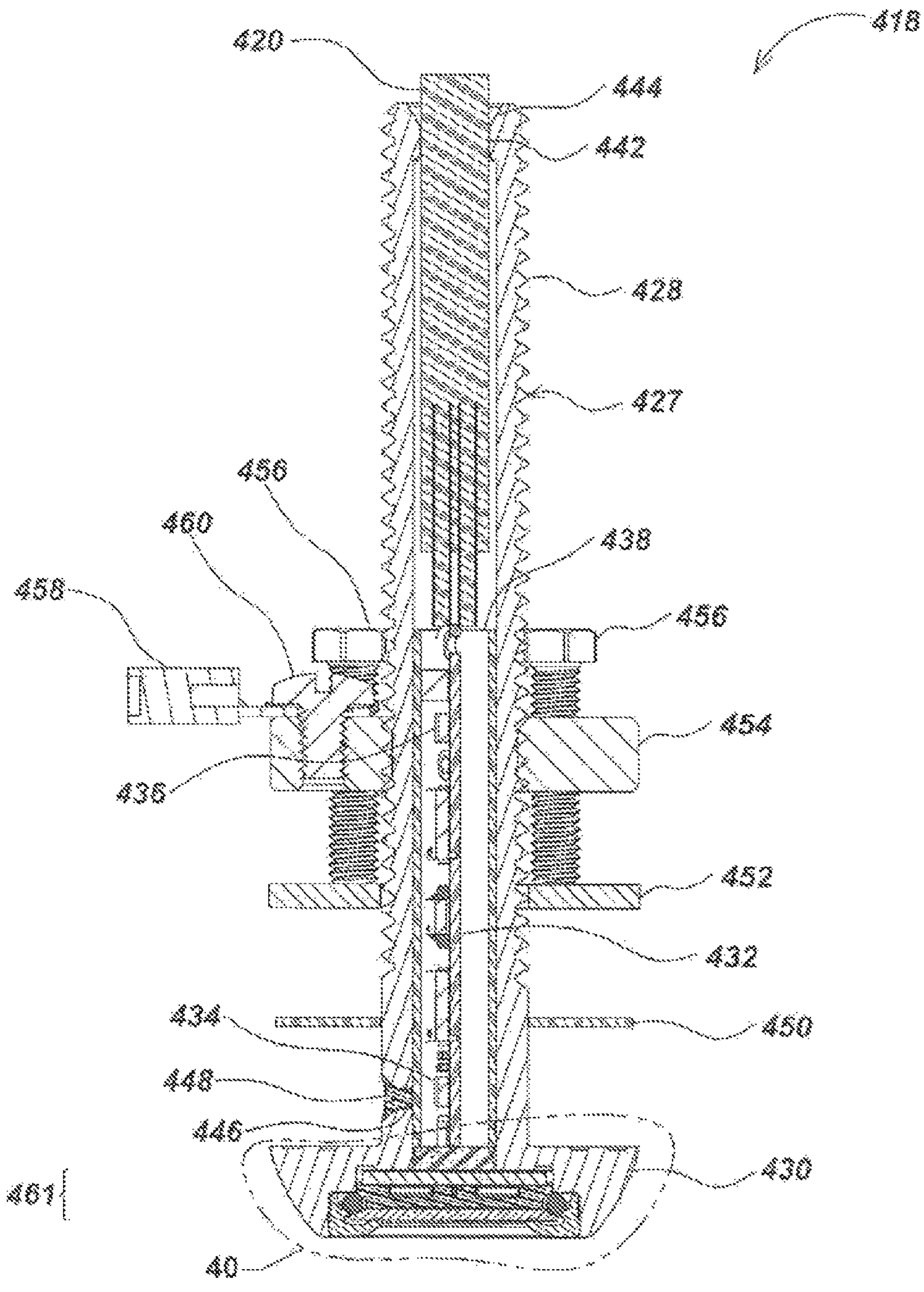
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FIG. 39

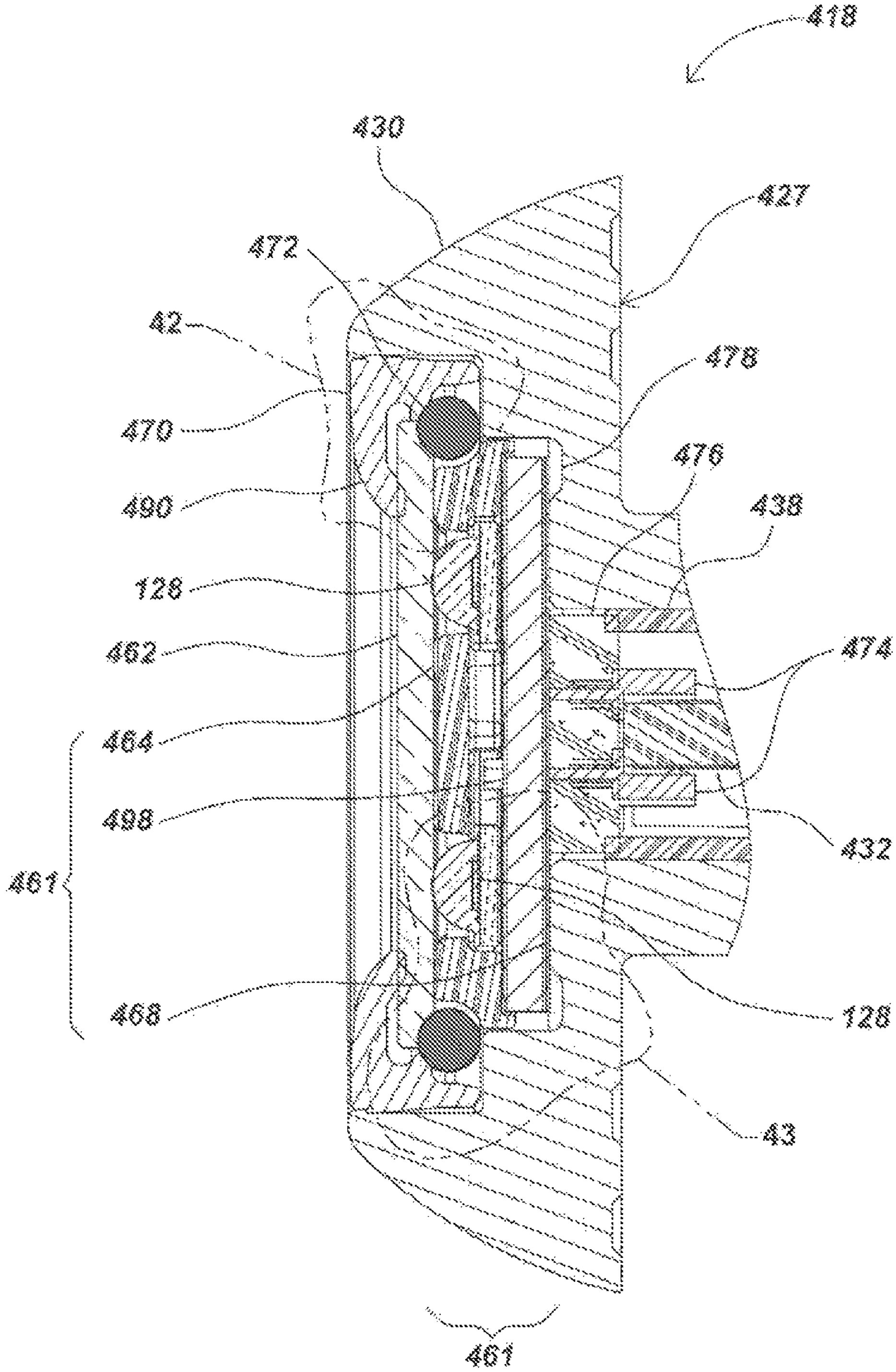
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FIG. 40

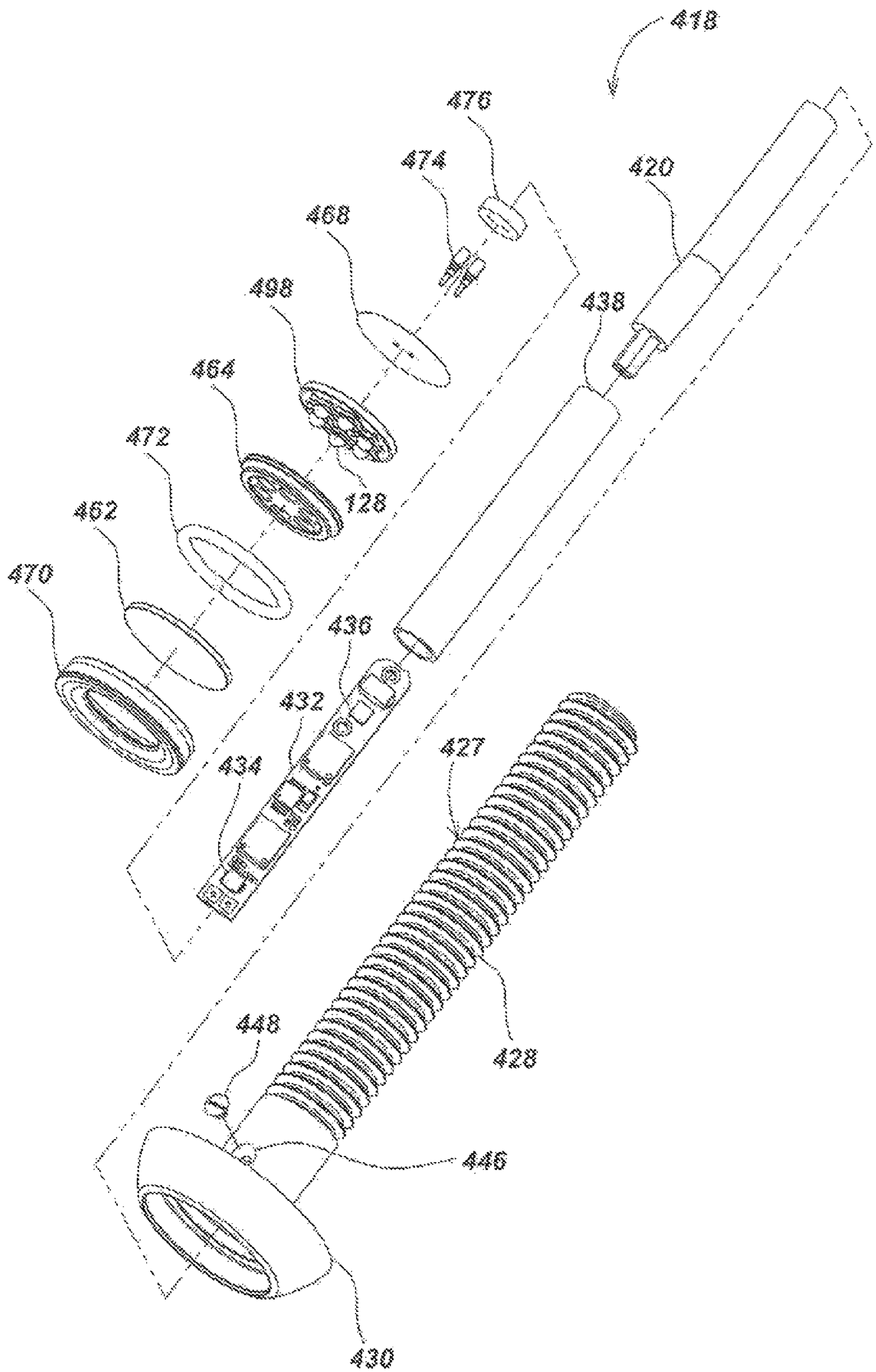
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FIG. 41

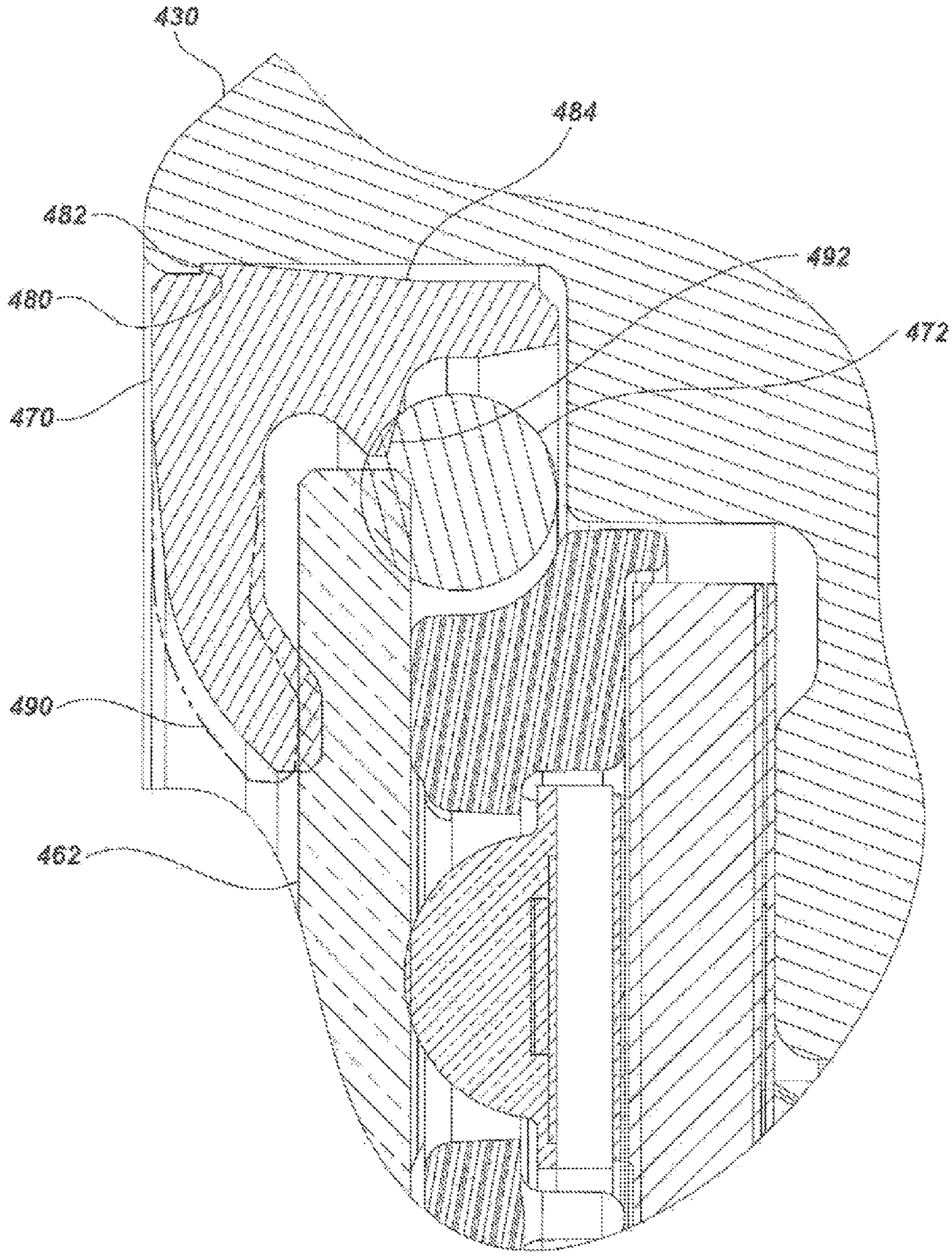

FIG. 42

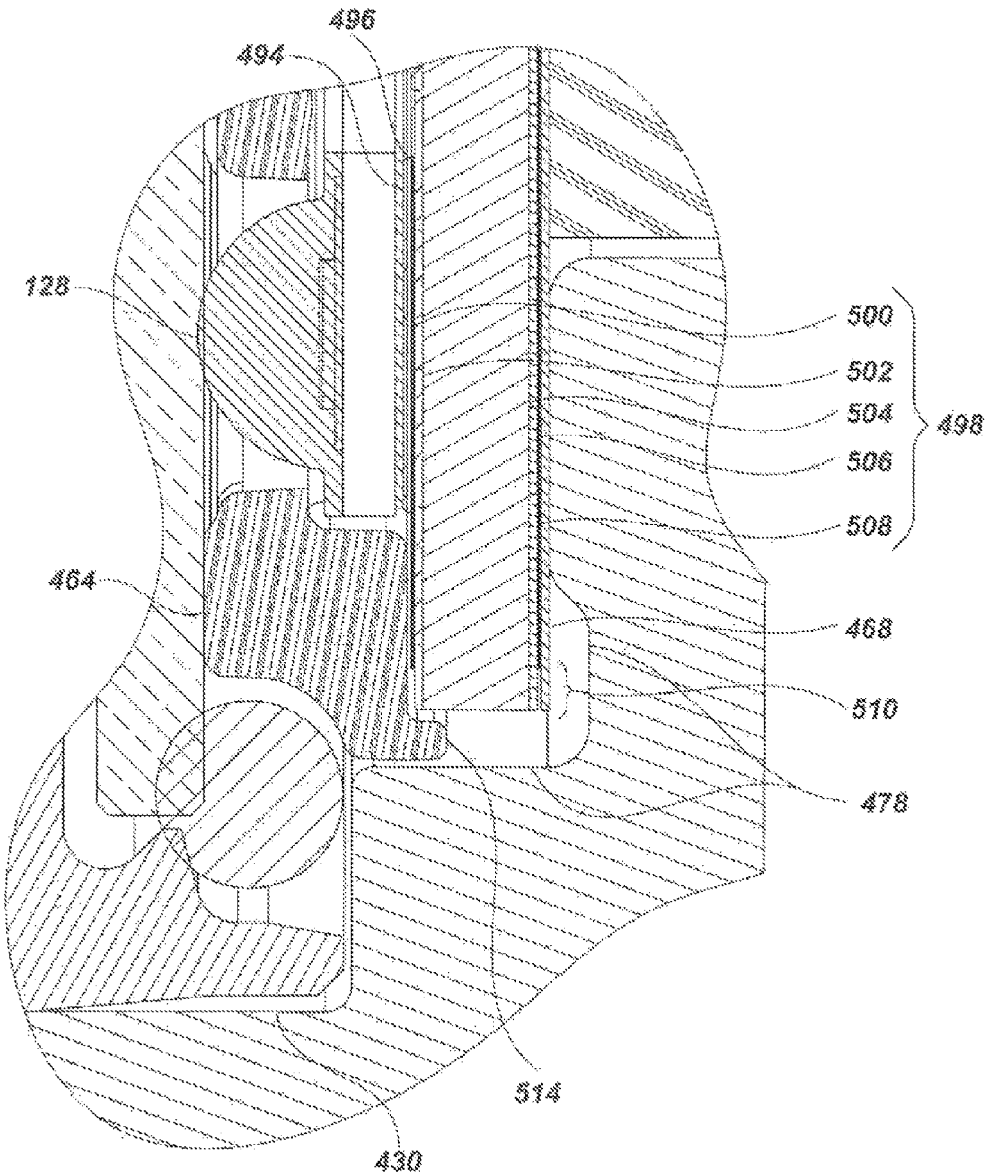

FIG. 43

SUBMERSIBLE LIGHT FIXTURE WITH MULTILAYER STACK FOR PRESSURE TRANSFER

CROSS-REFERENCE TO RELATED APPLICATIONS

This application is a continuation of and claims priority to U.S. Utility patent application Ser. No. 12/844,759, entitled SUBMERSIBLE LED LIGHT FIXTURE WITH MULTILAYER STACK FOR PRESSURE TRANSFER, filed Jul. 27, 2010, which claims priority to U.S. Provisional Patent Application Ser. No. 61/229,693, entitled SUBMERSIBLE LED LIGHT FIXTURE WITH LAMINATE STACK FOR PRESSURE TRANSFER, filed Jul. 29, 2009. The content of each of these applications is incorporated by reference herein in its entirety for all purposes.

This application is also related to co-assigned U.S. patent application Ser. No. 12/036,178, entitled LED ILLUMINATION SYSTEM AND METHODS OF FABRICATION, filed Feb. 22, 2008 and to co-assigned U.S. patent application Ser. No. 12/185,007, entitled DEEP SUBMERSIBLE LIGHT WITH PRESSURE COMPENSATION, filed Aug. 1, 2008. The content of each of these applications is incorporated by reference herein in its entirety for all purposes.

FIELD

This disclosure relates generally to light fixtures for use in underwater applications or other applications subject to high pressures. More particularly, but not exclusively, the disclosure relates to deep submersible light fixtures that incorporate light emitting diodes (LEDs) as illumination elements.

BACKGROUND

Semiconductor LEDs have largely replaced conventional incandescent, fluorescent and halogen lighting sources in many applications due to their long life, ruggedness, color rendering, efficacy, and compatibility with other solid state devices.

In marine applications, LEDs are becoming more widely accepted for their energy efficiency, instant on-off, color purity, and vibration resistance. However, the underwater environment presents problems for lighting devices due to high pressures, especially at depth.

SUMMARY

In accordance one aspect, the disclosure relates to a submersible luminaire including a housing and a transparent pressure bearing window positioned at a forward end of the housing. Window supporting structure is mounted in the housing behind the transparent window. A water-tight seal is located between the window and the housing. A circuit element is configured and positioned within the housing behind the window supporting structure to bear at least some of the pressure applied to the transparent window. At least one solid state light source is mounted on the circuit element behind the transparent window.

Various additional aspects, features, and functions are further described below in conjunction with the appended drawings.

BRIEF DESCRIPTION OF THE DRAWINGS

The present disclosure may be more fully appreciated in connection with the following detailed description taken in conjunction with the accompanying drawings, wherein:

FIG. **1** is an isometric view of the exterior of an embodiment of the present invention in the form of an underwater multilayer LED light fixture.

FIG. **2** is a vertical sectional side view of the underwater multilayer LED light fixture of FIG. **1** taken along line **2-2** of FIG. **1**.

FIG. **3** is an enlarged fragmentary view of a light head subassembly of FIG. **2** illustrating the details of one embodiment of a multilayer stack.

FIG. **4** is an enlarged fragmentary section view of a portion of FIG. **3**.

FIG. **5** is an isometric exploded view of the light head subassembly of FIG. **3**.

FIG. **6** is an enlarged fragmentary portion of FIG. **5**.

FIG. **7** is an enlarged section view of an alternate embodiment of the present invention incorporating a floating groove ring in the light head subassembly.

FIG. **8** illustrates an enlarged section view of an alternate embodiment of the present invention incorporating a radial seal O-ring installed in the light head subassembly window.

FIG. **9** illustrates an enlarged section view of an alternate embodiment of the present invention incorporating a radial seal O-ring installed in the light head subassembly body.

FIG. **10** is an isometric view of the exterior of an embodiment of the present invention in the form of a single multilayer LED light fixture.

FIG. **11** is a vertical section view of the single multilayer LED light fixture of FIG. **10** taken along the line **11-11** of FIG. **10**.

FIG. **12** is a vertical section view of the single multilayer LED light fixture of FIG. **10** rotated 45° to FIG. **11**.

FIG. **13** is an enlarged fragmentary view of a portion of FIG. **11** illustrating details of the embodiment of the invention using a plurality of lenses within the multilayer stack.

FIG. **14** is an enlarged fragmentary view of a portion of FIG. **13** illustrating the function of the titanium ring with a plurality of flexible titanium ring tangs.

FIG. **15** is an enlarged fragmentary view of a portion of FIG. **10** illustrating installation of the titanium ring with the plurality of flexible titanium ring tangs.

FIG. **16** is an illustration of an alternate embodiment of the present invention using a reflector plate within the multilayer stack.

FIG. **17** is an isometric exploded view of the single multilayer LED light fixture of FIG. **10**.

FIG. **18** is an isometric view of the exterior of an alternate embodiment of the present invention in the form of a remote single multilayer LED light fixture.

FIG. **19** is a vertical section view of a remote single multilayer LED light head taken along line **19-19** of FIG. **18**.

FIG. **20**A is an enlarged fragmentary view of a portion of FIG. **19** illustrating a slip ring subassembly of the remote single multilayer LED light head with an integral thermal sensing circuit.

FIG. **20**B is a block diagram of the LED driver circuit of the light head of FIG. **18**.

FIG. **21** is a vertical section view of the remote single multilayer LED light head rotated 30° to FIG. **19**.

FIG. **22** is an enlarged fragmentary view of a portion of FIG. **21**, illustrating a slip ring subassembly.

FIG. **23** is an enlarged fragmentary view of a portion of FIG. **19** illustrating one embodiment of the multilayer stack.

FIG. **24** is an isometric exploded view of the remote single multilayer LED light head of FIG. **19**.

FIG. **25** is a vertical section view of the remote electronic driver assembly taken along line **25-25** of FIG. **18**.

FIG. **26** is a vertical section view of the remote electronic driver assembly rotated 45° to FIG. **25**.

FIG. **27** is an isometric view of the exterior of an embodiment of the present invention in the form of a triple multilayer LED light fixture.

FIG. **28** is a vertical section view of the interior of the triple multilayer LED light fixture taken along line **28-28** of FIG. **27**.

FIG. **29** is a vertical section view of the triple multilayer LED light fixture rotated 60° relative to FIG. **28**.

FIG. **30** is an isometric view of the exterior of an alternate embodiment of the present invention in the form of a remote triple multilayer LED light fixture.

FIG. **31** is a vertical section view of the remote triple light head taken along line **31-31** of FIG. **30**.

FIG. **32** is a vertical section view of the remote triple electronic driver assembly taken along line **32-32** of FIG. **30**.

FIG. **33** is an isometric view of the exterior of an alternate embodiment of the present invention in the form of a mid-size LED light.

FIG. **34** is a vertical section view of the mid-size LED light fixture taken along line **34-34** of FIG. **33**.

FIG. **35** is an enlarged fragmentary view of a portion of FIG. **34** illustrating one embodiment of the multilayer stack.

FIG. **36** is an enlarged fragmentary view of a portion of FIG. **35**.

FIG. **37** is an isometric exploded view of the mid-size LED light fixture of FIG. **33**.

FIG. **38** is an isometric view of the exterior of an alternate embodiment of the present invention in the form of a boat thru-hull light fixture.

FIG. **39** is a vertical section view taken along line **39-39** of FIG. **38**.

FIG. **40** is an enlarged fragmentary section view of a portion of FIG. **39** illustrating one embodiment of the multilayer stack.

FIG. **41** is an isometric exploded view of the boat thru-hull light fixture of FIG. **38**.

FIG. **42** is an enlarged fragmentary section view of a portion of FIG. **40** illustrating a window assembly utilizing a press fit ring.

FIG. **43** is an enlarged fragmentary section view of a portion of FIG. **40** illustrating the double electrical isolation of the LED electrical circuit and the boat thru-hull light fixture housing.

DETAILED DESCRIPTION OF EMBODIMENTS

Overview

Light emitting diodes (LEDs) are now the most efficient light source widely available, having surpassed High Intensity Discharge (HID) lamps in lumens/watt. For underwater application, a design must use either a pressure-protected housing to isolate the LEDs from ambient pressure, or immerse the LEDs in an inert, non-conductive fluid-filled pressure compensation environment. There are disadvantages to fluid-filling an LED light, notably with light beam control and contamination of the LED phosphor coating. Thus, a preferred embodiment protects the LEDs from external pressure rather than using a fluid-filled pressure compensation design.

LEDs project light from the front while heat must be conducted from the back. LED light fixtures as described in U.S. patent application Ser. No. 12/036,178 of Mark S. Olsson, et al., filed 22 Feb. 2008 entitled "LED Illumination System and Methods of Fabrication," provide for such conductive dissipation. The entire disclosure of said application is hereby incorporated by reference. Use of a sapphire window, as illustrated in alternate embodiments of the present invention, provides high light transmissivity as well as high thermal conductivity. The sapphire window allows excess heat to be drawn out of the front of the fixture as well as through the rear metallic housing, and into a surrounding cooler environment, such as the deep ocean. A specific advantage of the present invention is the ability to draw additional heat away from a printed circuit board (PCB) by conductive transfer of heat through a multilayer stack overlaying the front of the PCB and optionally connected by a plurality of metallic screws to the rear heat sink. This effectively creates a second path for heat transfer away from the LEDs, as heat is then passed both forward through the sapphire window, and to the rear to exit through the metallic light body into the surrounding cooler environment. This design innovation will allow brighter lights in smaller packages.

Recent manufacturing developments reduce the size of the LED package to only a few times the die footprint itself. Examples of suitable solid state light sources for use in underwater laminate include Cree Incorporated's XP series, Philips Lumileds Lighting Company's Luxeon Rebels, and OSRAM Opto Semiconductor's OSLON. A subtle, but important implication of the LED package miniaturization is that the respective size of the open land area around the LEDs is increased and may be used for structural support of a clear window with a minor unsupported aperture over the plurality of LEDs.

The present invention provides a light fixture wherein a multilayer stack provides a waterproof and pressure resistant barrier for an LED array mounted to one side of a PCB. As will be illustrated, each layer within the stack provides a clear and distinct function, and together comprises a unique solution to underwater lighting design.

Under increasing external pressure, the clear window presses on a multilayer stack which distributes that load around the LEDs and onto the surface area of the PCB located between the LEDs. This PCB rests on an underlying light head that is structurally able to bear the full compressive pressure load of the deep ocean environment.

According to one embodiment of the present invention, a surface mount LED light fixture includes a metal core printed circuit board (MCPCB) having a rear side and a front side. A plurality of LEDs is mounted to the front side of the MCPCB. A flat LED pacer made of an electrically non-conductive high compressive strength material is placed over the MCPCB with apertures cut to fit around the ceramic bases of each individual LED. Above this is a flat window support spacer made of high compressive strength material with apertures cut to fit around the silicone domes of each individual LED. The height of the window support spacer may be reduced by manually trimming the silicone dome on each LED if desired. Alternately, the height of the window support spacer may be lengthened and the apertures increased in size to allow the use of beam forming apparatus such as reflectors or lenses. The use of one or more thin layers of Kapton plastic sheet within the multilayer stack allows for the compliant and uniform distribution of pressure over the full area by eliminating point loading, and additional electrical isolation of the LED electrical circuit. The clear window is supported by the multilayer stack. An O-ring between the window and the light head body seals the light fixture interior from the exterior environment. Alternate embodiments of the present invention may use a radial seal, a face seal, or any other seal type without restriction.

The ability of the clear window of any material to survive high external pressures with a non-pressure compensated interior volume comes from its ability to resist the stress imposed by the external pressure. Designers can optimize combinations of material strength, thickness, geometric shape, and aperture size to provide the strength and rigidity to resist maximum design pressure. The clear windows may be made from any one of several clear materials including borosilicate glass (Pyrex®), sapphire, or clear plastic sheet, such as acrylic (Plexiglas®), polycarbonate (Lexan®), or transparent nylons. Clear plastic window materials whose yield strength is reduced by exposure to heat are still useful in LED light fixtures which have adequate ability to conductively dissipate heat into the local environment thereby keeping the window from reaching its Vicat softening point or heat deflection temperature. The advantages of the sapphire window were mentioned earlier.

The LED light fixtures of the present invention are able to conduct excess heat through the metallic light head body, to the surface of the light head body, then into the surrounding fluid or gas environment in which the LED light fixture is immersed. LEDs may be mounted to the PCB with a substrate of flexible circuit material, thermally conductive plastic, metal, ceramic, diamond, or other material with a high heat transfer coefficient. One embodiment uses an MCPCB made with copper, aluminum, steel, or other thermally conductive ferrous or non-ferrous metal as the central core. Ceramic and synthetically grown diamonds are alternative materials that would function as a central core. An alternate embodiment incorporates LEDs mounted to substrate of flexible circuit material that is held in firm and uniform contact with the light head body, which acts as the heat sink.

An alternate embodiment of this invention incorporates a self-adjusting face seal groove that permits manufacturing variation in the multilayer stack-up height, maintaining the optimum O-ring groove depth dimension, while allowing the multilayer stack to take the full compressive load.

FIG. **1** illustrates an embodiment of the present invention in the form of an underwater multilayer LED light fixture **102**. A cowl **104** surrounds and protects a light head subassembly **106** which is slightingly recessed below the level of the front opening of the cowl **104**. An underwater electrical connector **108** is mounted on the rear of a housing **110**, permitting connection to an electrical power supply (Not illustrated). A mounting bracket **112** grips the exterior of the housing **110**.

Illustrated in FIG. **2** are the cowl **104**, the light head subassembly **106**, the underwater electrical connector **108**, the housing **110**, the mounting bracket **112**, and an electronics driver circuit board **114** to convert and condition input electrical power and supply constant current to the LEDs.

Referring to FIG. **3**, the light head subassembly **106** includes a multilayer stack **146** comprised of a window support spacer **130**, a front Kapton sheet **136**, an LED spacer **138**, a light engine printed circuit board **140**, and a rear Kapton sheet **142**. The light engine printed circuit board **140** is populated with a plurality of LEDs **128**. The window support spacer **130**, the front Kapton sheet **136**, and the LED spacer **138** have a plurality of apertures **125** through which the plurality of LEDs **128** may protrude. Other elements illustrated include a generally cylindrical housing in the form of a light head body **116**, a retaining ring **122**, an O-ring retainer **124**, a window front O-ring **120** used for initial compressive loading of a window **126**, a window face seal O-ring **118**, a plurality of recessed flat head screws **132**, a plurality of flat head screw insulating sleeves **134**, and an electrical connector **144** for connecting the electronics driver circuit board **114** in FIG. **2**, to the plurality of LEDs **128**.

The window support spacer **130** and the LED spacer **138** are first a high compressive strength material to resist the compressive force of ambient pressure at depth, such as, but not limited to, PEEK plastic, ULTEM, ceramic, or a common metal such as aluminum, steel, copper, or zinc. The window support spacer **130** may be machined, injection molded or die cast. In one embodiment, the light head body **116** is machined from a thermally conductive metal, such as an aluminum alloy, that will assist with heat transfer away from the plurality of LEDs **128** and the light engine printed circuit board **140**. In alternate embodiments, the light head body **116** may be made by one of several alloys of beryllium-copper alloy, stainless steel, titanium alloy, cupronickel alloy, or any other metal or metal alloy, or a thermally conductive plastic. The window **126** may be made from clear plastic, borosilicate glass, sapphire, or other transparent materials. A sapphire window is particularly desirable since its hardness will resist scratching and its high coefficient of heat transfer will help dissipate heat from the plurality of LEDs **128**.

The window face seal O-ring **118** rests in a groove in the light head body **116**, and provides a water tight, pressure resistant seal to the window **126**. The window front O-ring **120** provides a compliant pre-load to compress and energize the window face seal O-ring **118**, but does not serve a sealing function. The O-ring retainer **124** holds the window front O-ring **120** in position. The multilayer stack **146** is compressed and retrained by a window and retainer subassembly **148** comprised of the retaining ring **122**, the O-ring retainer **124**, the window front O-ring **120**, the window **126**, and the window face seal O-ring **118**. Under increasing external pressure found at deeper ocean depths, the window **126** is pressed inwards, through the multilayer stack **146**, but around the plurality of LEDs **128** which are within the plurality of apertures **125**, and directly to the light head body **116**.

FIG. **4** illustrates the window sealing approach in the light head subassembly **106**. The window face seal O-ring **118** is in a compressed state due to compressive pre-load pressure from the window front O-ring **120**, the O-ring retainer **124**, and the retaining ring **122**. The window **126** is in full contact with the multilayer stack **146** in this view. There is a gap **147** between the window **126** and the light head body **116** in the area between the inside diameter (ID) of the window face seal O-ring **118** and the outside diameter (OD) of the multilayer stack **146**. The gap **147** is exaggerated to illustrate the embodiment of the invention in which the multilayer stack **146** takes the full compressive load of the window **126** pressing on it, with no support of the window **126** provided directly by the light head body **116**. The gap **147** between the window **126** and the area between the ID of the window face seal O-ring **118** and the OD of the multilayer stack **146** is controlled to be within industry accepted O-ring high pressure seal gap tolerances. While under increasing external pressure with increasing depth, the additional compressive load is transferred through the multilayer stack **146** to the light head body **116**. The plurality of LEDs **128** and the plurality of recessed flat head screws **132** are recessed below the top surface of the multilayer stack **146** and do not bear any of the load induced by external pressure. The plurality of recessed flat head screws **132** are thermally-conductive to provide additional pathways for excess heat from the light head body **116**, to pass through the multilayer stack **146**, and be conducted out through the window **126**. In the full assembly, the multilayer stack **146** is supported by the light head body **116** which takes the compressive force generated by high external pressure on the window **126**.

FIG. **5** illustrates the longitudinal relationship of the components of the light head subassembly **106**. The three principle groups are the window and retainer subassembly **148**, the multilayer stack **146**, and a light head body subassembly **150**. The window and retainer subassembly **148** includes the retaining ring **122**, the O-ring retainer **124**, the window front O-ring **120**, the window **126**, and the window face seal O-ring **118**. The multilayer stack **146** includes the window support spacer **130**, the front Kapton sheet **136**, the LED spacer **138**, the light engine printed circuit board **140**, and the rear Kapton sheet **142**. The light engine printed circuit board **140** is populated with the plurality of LEDs **128**. Additionally, the multilayer stack **146** contains within its structure the plurality of recessed flat head screws **132**, and the plurality of flat head screw insulating sleeves **134**. The light head body subassembly **150** includes a plurality of spring loaded electrical contacts **152**, a plurality of flanged insulating washers **154**, a plurality of insulated copper wires signifying polarity, black wires for negative **156**, and red wires for positive **158**, a plurality of shrink tubing segments **160**, the light head body **116** and the electrical connector **144**.

Referring to FIG. **6**, the light head body subassembly **150** includes the plurality of spring loaded electrical contacts **152**, each passing through the plurality of flanged insulating washers **154**, to the plurality of insulated copper wires signifying polarity, the black wires for negative **156**, and the red wires for positive **158**. The plurality of shrink tubing segments **160** provides a second layer of insulation. The wires pass through the light head body **116** and terminate in the electrical connector **144**. The arrangement brings electrical power from the electronics driver circuit board **114** (not illustrated) to the LED light engine circuit board **140** (not illustrated).

FIG. **7** illustrates an alternate embodiment of the present invention, incorporating a spring or wave washer **162**, in a grooved light head body **163** used to energize a floating groove ring **164** as part of the window seal. In the full assembly, the spring or wave washer **162** presses the floating groove ring **164** against the interior face of the window **126**, creating the interior wall of a standard O-ring groove for the window face seal O-ring **118**. The floating groove ring **164** provides minimal, if any, support to the window **126**, and substantially all of the full compressive load is carried solely by the multilayer stack **146**.

FIG. **8** illustrates an alternate embodiment of the present invention that uses a light head body **165**, incorporating a radial seal O-ring **166** installed in a groove cut into a window **167**. This construction eliminates the tight tolerance of the multilayer stack **146** with respect to the window face seal O-ring **118** illustrated in FIG. **3**, providing a simple machined bore.

FIG. **9** illustrates an alternate embodiment of the present invention that uses a light head body **169**, incorporating a radial seal O-ring **168** installed in a groove cut into the light head body **169** to eliminate the tight height tolerance of the multilayer stack **146** with respect to the window face seal O-ring **118** illustrated in FIG. **3**. The window **126** can thereby be a simpler cylindrical shape.

FIG. **10** illustrates an alternate embodiment of the present invention that uses a single multilayer LED light fixture **170**. A single light head subassembly **172** is attached to a driver subassembly **174**, and held by a coupling collar **176**, using a plurality of ball tipped glass-filled nylon screws **178**. The underwater electrical connector **108** connects the single multilayer LED light fixture **170** to an electrical power source. A mount **180** is attached to the coupling collar **176** by a large centering screw **182**, a large centering screw flat washer **183**, a plurality of retaining screws **184**, and a plurality of retaining screw flat washers **185**. A range of angular adjustment of the light head is permitted by loosening the plurality of retaining screws **184**, and rotating the single multilayer LED light fixture **170** around the large centering screw **182** within the range of the slots cut into the mount **180**. A plurality of sacrificial anodes **186**, made of a material galvanically less noble than the single light head subassembly **172** and the driver subassembly **174**, provides galvanic corrosion protection.

Referring to FIG. **11**, the single multilayer LED light fixture **170** is comprised of the driver subassembly **174**, and the single light head subassembly **172**, held together by the coupling collar **176**, and sealed against outside pressure by the pressure resistant housing O-ring **206**. The driver subassembly **174** is comprised of a pressure resistant driver housing **190**, to which is mounted the underwater electrical connector **108**. The underwater electrical connector **108** brings electrical power to an electronic driver subassembly **192**.

An outside groove **196** cut into the outside diameter of the electronic driver subassembly **192** holds a circular beryllium-copper spring **194**. The circular beryllium-copper spring **194** functions as a positioning and retaining device, locating the electronic driver subassembly **192** inside the pressure resistant driver housing **190** which has an inside groove **198** cut into the inside diameter. The circular beryllium-copper spring **194** further functions to absorb vibrations imposed on the electronic driver subassembly **192**, and improves thermal coupling to remove excess heat from the electronic driver subassembly **192** to the surrounding cold ocean. The circular body of the electronic driver subassembly **192** further functions as an internal ring to support the pressure resistant driver housing **190**, which allows the housing to function to a greater depth. A grounding tap **200** provides for a common electrical ground. A thermal sensor board **201**, measures the temperature of the single light head subassembly **172** as part of the electronic driver subassembly **192**. If an overheat condition were to occur as detected by the thermal sensor board **201**, the electronic driver subassembly **192** rolls back the current delivered to the plurality of LEDs **128**, thereby lowering the heat of the single light head subassembly **172**. The electronic driver subassembly **192** also contains a thermal sensor integrated within its circuitry to self-monitor its own temperature. If an overheat condition occurs as detected by the thermal sensor integrated into the electronic driver subassembly **192**, it rolls back the current delivered to the plurality of LEDs **128**, thereby lowering the heat developed by the driver itself. The response of the electronic driver subassembly **192** to an overheat condition can be one of linear rollback, where gradual increasing temperature is cause for uniform reduction of current. In the case of rapid overheat, where the rate of change of increasing heat appears to be exponential, the electronic driver subassembly **192** can roll back at a compounded higher rate to prevent thermal overshoot or thermal runaway.

The single light head subassembly **172** includes a pressure resistant housing end cap **204**, which is aligned and held to the pressure resistant driver housing **190** by the coupling collar **176**. The pressure resistant housing O-ring **206** seals the housing, and prevents seawater from entering the interior space. A plastic bumper guard **208** is attached to the pressure resistant housing end cap **204** by means of a plurality of machine screws **210**. The plurality of machine screws **210** may be made from either marine grade metal or high strength plastic. An optional light tube **212** provides for a sharp light beam edge cut-off. The mount **180** allows for attachment of the light to a larger underwater structure.

FIG. **12** illustrates the plurality of ball tipped glass-filled nylon screws **178**, used in the coupling collar **176**, to align and restrain the single light head subassembly **172** to the driver subassembly **174**. The plurality of ball tipped glass-filled nylon screws **178** are designed to shear should the interior pressure of the light housing exceed a predetermined maximum pressure, e.g. 100 psi (nominal), as can occur if the pressure resistant housing O-ring **206** fails at depth, the housing partially floods, and the pressure resistant housing O-ring **206** seals high internal pressure on return to the surface.

FIG. **13** illustrates details of the single multilayer LED light fixture **170**. The light tube **212**, illustrated in FIG. **11**, is removed to improve the clarity of this fixture. The multilayer LED light fixture **170**, a multilayer stack **214** is comprised of a window support plate **218**, a front Kapton sheet **219**, an LED spacer **220**, a middle Kapton sheet **222**, a light engine printed circuit board **224**, and a rear Kapton sheet **226**. Load imposed by external pressure on a sapphire window **216** is transferred directly through the multilayer stack **214** to the pressure resistant housing end cap **204**. Pressure is carried around the plurality of LEDs **128** which is centered inside a plurality of apertures **221** in the window support plate **218**, the front Kapton sheet **219**, the LED spacer **220**, and the middle Kapton sheet **222**.

The window support plate **218** is preferably made from a material with a high compressive strength, including but not limited to: stainless steel, aluminum, PEEK, FR-4 and G-10 fiberglass reinforced epoxy, and ceramic. The LED spacer **220** is preferably made from a non-conductive high compressive strength material, including but not limited to: PEEK, FR-4 and G-10 fiberglass reinforced epoxy, and ceramic. A plurality of lenses **228** is pressed into the window support plate **218**, which focus the light of the plurality of LEDs **128** into a narrow beam. A light assembly may outfit some or all of the plurality of LEDs **128** with focusing lenses to provide different beam characteristics. The plurality of LEDs **128** is soldered to the light engine printed circuit board **224**. The thin layer of the rear Kapton sheet **226** electrically isolates but thermally connects the light engine printed circuit board **224** to the pressure resistant housing end cap **204**. This permits heat to be drawn off the back of the plurality of LEDs **128** and routed to the cold surrounding environment. A center screw **230** holds the multilayer stack **214** together during assembly. A plurality of indexing screws **232** provides anti-rotation and alignment of the layers. The center screw **230** and the plurality of indexing screws **232** are surrounded by a plurality of flanged electrically insulating washers **234**. The multilayer stack is pre-loaded in compression by a titanium ring **236** that engages the pressure resistant housing end cap **204** by means of machined threads. A group of four slots **237** on the face of the titanium ring **236**, better illustrated in FIG. **15**, create a plurality of four flexible titanium ring tangs **242**, a feature better illustrated in FIG. **14**. As the titanium ring **236** is tightened, this plurality of titanium ring tangs **242** engage the sapphire window **216** and create a pre-load compressive force on the multilayer stack **214**. A sealing O-ring **238** is compressed by the titanium ring **236**, pressing on a tapered sealing wedge **240**, which is forced to engage the outer edge of the sapphire window **216**, thus acting as a compression seal. The plastic bumper guard **208** provides impact resistance.

FIG. **14** illustrates the titanium ring **236**, and the titanium ring tang **242** flexing in contact with the sapphire window **216**. The degree of flexure is illustrated by the titanium ring tang **242** in its unflexed (dotted) and flexed (solid line) positions. This flexure provides positive initial compressive force for the multilayer stack **214** illustrated in FIG. **13**.

FIG. **15** illustrates the installation of the titanium ring **236** with the plurality of flexible titanium ring tangs **242** as installed in the single light head assembly **172**. The light tube **212**, referred to in FIG. **11**, and illustrated in FIG. **10**, is removed to improve the clarity of this view. The four slots **237** on the face of the titanium ring **236** create the four flexible titanium ring tangs **242** illustrated in FIG. **14** that flex to engage the sapphire window **216**, and preload the multilayer stack **214** illustrated in FIG. **13**. Additionally, the four slots **237** serve as spanner wrench drive points for ease of installation.

FIG. **16** illustrates of an alternate embodiment of the present invention which utilizes a window support plate **244** for wide beam illumination, and an anodized aluminum spacer plate **246**. A multilayer stack **247** is comprised of the window support plate **244** into which are cut a plurality of apertures **249** which function as reflectors, the front Kapton sheet **219**, the LED spacer **220**, the middle Kapton sheet **222**, the light engine printed circuit board **224**, and a rear Kapton sheet **226**. Load imposed by external pressure on a sapphire window **216** is transferred directly through the multilayer stack **247** to the pressure resistant housing end cap **204**. Pressure is carried around the plurality of LEDs **128** which are centered inside the plurality of apertures **249** in the window support plate **244**, and also centered inside the plurality of apertures **221** in the front Kapton sheet **219**, the LED spacer **220**, and the middle Kapton sheet **222**.

FIG. **17** illustrates the single multilayer LED light fixture **170**, illustrating the single light head subassembly **172**, the electronic driver subassembly **192**, the pressure resistant driver housing **190**, and the underwater electrical connector **108**. An exterior top label **248**, an exterior bottom label **250**, and a plurality of exterior rear labels **252** are also illustrated.

FIG. **18** illustrates an embodiment of the present invention in the form of a remote single multilayer LED light fixture **253**, comprised of a remote single multilayer LED light head **254**, a remote electronic driver assembly **256**, and a connecting electrical cable **258**. The remote single multilayer LED light head **254** is comprised of a remote light head body **260**, a cowl **262**, and a remote light head underwater electrical connector **264**. A mounting bracket **266** is fastened to the remote single multilayer LED light head **254** by a plurality of small centering screws **188** and a plurality of small centering screw flat washers **189**. A range of angular adjustment for pointing the light can be made by loosening the plurality of small centering screws **188**, rotating the remote single multilayer LED light head **254** in the mounting bracket **266** to the desired angle, and then re tightening the plurality of small centering screws **188**. The remote electronic driver assembly **256** is comprised of the pressure resistant driver housing **190**, the underwater electrical connector **108** for power input and control, the coupling collar **176**, the plurality of ball tipped glass-filled nylon screws **178**, and a pressure resistant housing blank end cap **271**.

The pressure resistant housing blank end cap **271** (FIG. **18**) is fitted with a remote driver underwater electrical connector **268**. Also illustrated in FIG. **18** are the plurality of sacrificial anodes **186** which use a plurality of nylon washers **273** to provide an isolating spacer with the pressure resistant housing blank end cap **271**. The mount **180** is attached to the coupling collar **176** by the large centering screw **182**, the large centering screw flat washer **183**, the plurality of retaining screws **184**, and the plurality of retaining screw flat washers **185**. Internal to the remote electronic driver assembly **256** is the electronic driver subassembly **192**, illustrated in FIG. **17**.

FIG. **19** illustrates the remote single multilayer LED light head **254** taken along line **1919** of FIG. **18**. The construction of the plurality of sacrificial anodes **186** is clearly illustrated. A galvanically active material, such as anode grade zinc or magnesium, that makes the plurality of sacrificial anodes **186**, is fixed to a short segment of threaded rod **270** made of an electrically conductive metal such as stainless steel. The threaded rod **270** screws into a bare tapped hole **272** made into the side of the remote light head body **260**. The plurality of nylon washers **273** acts as a compression gasket to seal the interface between the plurality of sacrificial anodes **186** and the remote light head body **260**, keeping seawater from entering the electrical contact interface between the two when installed with grease. The remote light head underwater electrical connector **264** is mounted to the rear of the remote light head body **260**.

FIG. **20**A illustrates a slip ring subassembly **281** that permits a shortened light head assembly. A central slip ring printed circuit board **286** holds a plurality of inner spring contacts **282**, a plurality of outer spring contacts **284**, and a temperature cut-off sensor **285**, which is part of an FET based thermal cut-out switch circuit **202** that provides a solid state thermal cut-out safety feature in the event of a defined overheat condition inside the remote single multilayer LED light head **254** illustrated in FIG. **18**. In addition, the central slip ring printed circuit board **286** provides reverse voltage protection for the LEDs **128**, in the event the connecting electrical cable **258** is plugged in backwards. The central slip ring printed circuit board **286** is prevented from shorting to the housing by a set-back of the copper trace from the edge of the central slip ring printed circuit board **286**, and by an upper plastic ring **288**, and a lower plastic ring **290**. The slip ring subassembly **281** is held together by a plurality of retaining screws **292** that is threaded into the remote light head body **260**. The remote light head underwater electrical connector **264** has a bulb socket into which is screwed an assembly consisting of a center tap **274**, an insulating ring **276**, an outer tap **278**, and a locking O-ring **280** used to hold the assembly from rotating loose. The plurality of inner spring contacts **282** engage the center tap **274**, while the plurality of outer spring contacts **284** engage the outer tap **278** as the remote light head underwater electrical connector **264** is screwed into the remote light head body **260**.

An alternate embodiment of the FET based thermal cut-out switch circuit **202**, illustrated as a block diagram in FIG. **20**B, provides a power line communications (PLC) scheme from the remote single multilayer LED light head **254** to the remote electronic driver assembly **256** of FIG. **18**, creating an automatic dimming control capability for thermal protection. The scheme uses either a modulated or digitally superimposed signal generated in the remote single multilayer LED light head **254** to control a dimming circuit within the remote electronic driver assembly **256**. Temperature sensing devices, control logic, and data encoding circuitry located within the remote single multilayer LED light head **254**, monitor the local operating temperature and convert that measurement into digital data. The digital data is then encoded into a digital waveform suited for transmission from the remote single multilayer LED light head **254** along the power lines back to the remote electronic driver assembly **256** of FIG. **18**.

Modulation of the encoded digital temperature data is accomplished through a power switching technique where the control logic in the remote single multilayer LED light head **254** switches a load rapidly on-and-off in a specific pattern. The power shift pattern signals the encoded temperature. At the electronic driver subassembly **192** the modulated data is received and a de-modulation device retrieves the encoded digital data derived from the power shift pattern. The encoded digital data is then decoded and the temperature data retrieved by the electronic driver subassembly **192**, the closed loop thermal rollback is complete, and power to the remote light is decreased or increased in order to maximize light output while maintaining safe operating temperatures. This modulation communication technique can be used to tell the ballast when preset thermal limits are crossed (for example, 50% rated temperature, 80% rated temperature, etc.) or to simply report temperature data at regular intervals.

An alternate dimming control solution uses a digital overlay technique to transmit encoded temperature data as a signal superimposed on the DC power carried through the electrical wires supplying power to the remote single multilayer LED light head **254**. This relays data to the driver dimming control circuit in the remote electronic driver assembly **256**. The closed loop thermal rollback is now complete and power to the remote light can be decreased or increased in order to maximize light output while maintaining safe operating temperatures.

Either of these methods establishes a closed loop thermal roll back control in the remote light head configuration without additional wires for data transfer between the remote single multilayer LED light head **254** and the remote electronic driver assembly **256**. The digital overlay technique has the advantages that its transmitted temperature measurement data are more precise, and does it not use the power shift pattern of the modulation technique, which cause the remote single multilayer LED light head **254** to toggle on-and-off.

FIG. **20**B illustrates the manner in which the LED driver circuit of the remote single multilayer LED light fixture **253** follows the power flow from an AC/DC power source **255**, through an input rectifier/filter **257**, through a power regulator **269**, through a closed-loop switch mode power regulator **275**, through a hysteretic thermal switch/temperature transmitter **277**, to an LED light engine **279**. The power regulator **269** additionally provides power to a microcontroller system **283**, which controls the closed-loop switch mode power regulator **275**, based on measurements sent from the hysteretic thermal switch/temperature transmitter **277**. The microcontroller system **283** provides timing to a ballast interconnect and sync circuit **289**. The microcontroller system **283** incorporates such elements as conduction angle decoder, line bleed circuitry, temperature compensation, LED regulation command, remote interface host, and real time parameter monitor. The power regulator **269** additionally provides power to an isolated 5 volts DC excitation supply **291** which powers a manual dimming control interface **287**, whose function is to interpret signals (such as isolated RS-485 half-duplex, isolated analog 0-15 volts DC, 0 10 volts DC, or 0-20 mA) received from an external control input **293**.

FIG. **21** illustrates the remote single multilayer LED light head **254**. This view illustrates the relative position of the interior components which connect the light engine printed circuit board **224** of the remote single multilayer LED light head **254** to the central slip ring printed circuit board **286**, better illustrated in FIG. **22**.

FIG. **22** illustrates the means that connect the light engine printed circuit board **224** to the central slip ring printed circuit board **286**. A plurality of copper washers **300** are held in place by a plurality of copper rivets **298**, which are individually insulated from the core of the light engine printed circuit board by a plurality of plastic flanged washers **296**. A plurality of electrical contact pins **294** are soldered into each of the plurality of copper rivets **298**. The plurality of copper washers **300** are likewise soldered to the top conductive traces of the light engine printed circuit board **224**. The plurality of electrical contact pins **294** engage a plurality of sockets **295** that are part of the central slip ring printed circuit board **286**. The plurality of sockets **295** are electrically insulated using a short segment of heat shrink tubing **297**.

FIG. **23** illustrates the composition of the multilayer stack **214** which is comprised of the window support plate **218**, the front Kapton sheet **219**, the LED spacer **220**, the middle

Kapton sheet **222**, the light engine printed circuit board **224**, and the rear Kapton sheet **226**. The plurality of LEDs **128** is soldered to the light engine printed circuit board **224**. The load imposed by external pressure on the sapphire window **216** is transferred directly through the multilayer stack **214**, through an anodized aluminum puck **302** to the remote light head body **260**. The anodize coating of the anodized aluminum puck **302** acts as the primary electrical insulator. The anodized aluminum puck **302** is secondarily electrically insulated by a Kapton collar **306**. Pressure is carried around the plurality of LEDs **128** which is centered inside the plurality of apertures **221** in the window support plate **218**, the front Kapton sheet **219**, the LED spacer **220**, and the middle Kapton sheet **222**. The plurality of lenses **228** are pressed into the plurality of apertures **221** in the window support plate **218**, which individually focus the light of the plurality of LEDs **128** into a narrow beam. The window support plate **218** may outfit some or all of the plurality of apertures **221** with the plurality of lenses **228** to provide different light beam characteristics.

The rear Kapton sheet **226** electrically isolates but thermally connects the light engine printed circuit board **224** to the remote light head body **260**. This permits heat to be drawn off the back of the plurality of LEDs **128** and routed to the cold surrounding environment. The center screw **230** holds the multilayer stack together during assembly. The plurality of indexing screws **232** provides anti-rotation and alignment of the layers. The plurality of indexing screws **232** and the center screw **230** are electrically isolated by the plurality of flanged electrically insulating washers **234**.

The multilayer stack **214** is pre-loaded in compression by a titanium convex flat spring **310** (FIG. **23**) that engages the sapphire window **216** on its inside diameter, and rests on a plastic galvanic insulator **308** on its outer diameter, and is pressed on a circle midway between its inside diameter and outside diameter by the cowl **262** creating a compressive force on the sapphire window **216**. As the cowl **262** is tightened, the pre-load compressive force on the multilayer stack **214** is increased by the downward force imposed by the titanium convex flat spring **310**. In addition, the titanium convex flat spring **310** presses downward on the plastic galvanic insulator **308**, which then compresses the sealing O-ring **238** and the tapered sealing wedge **240** below that. The tapered sealing wedge **240** is forced to engage the outer edge of the sapphire window **216**, acting as a secondary compression seal. An anti-rotation O-ring **312** locks the cowl from rotating loose.

Referring to FIG. **24**, the remote single multilayer LED light head **254** includes the cowl **262**, the anti-rotation O-ring **312**, the titanium convex flat spring **310**, the plastic galvanic insulator **308**, the sealing O-ring **238**, the tapered sealing wedge **240**, and the sapphire window **216**. The LED light head **284** further includes the center screw **230**, the plurality of indexing screws **232**, the plurality of lenses **228**, the window support plate **218**, the front Kapton sheet **219**, the LED spacer **220**, and the middle Kapton sheet **222**. The LED light head **284** further includes the plurality of flanged electrically insulating washers **234**, the plurality of copper washers **300**, and the light engine printed circuit board **224** populated with the plurality of LEDs **128**. The LED light head **284** further includes the rear Kapton sheet **226**, the plurality of plastic flanged washers **296**, the plurality of copper rivets **298**, the plurality of electrical contact pins **294**, and the Kapton collar **306**. The LED light head **284** further includes the anodized aluminum puck **302**, the upper plastic ring **288**, the central slip ring printed circuit board **286**, the lower plastic ring **290**, the plurality of retaining screws **292**, and the center tap **274**. The LED light head **284** further includes the insulating ring **276**, the outer tap **278**, the locking O-ring **280**, the remote light head body **260**, a plurality of exterior labels **261**, and the remote light head underwater electrical connector **264**. The LED light head **284** further includes the mounting bracket **266**, the plurality of small centering screws **188**, a mount washer **187**, the small centering screw flat washers **189**, the sacrificial anode **186**, the threaded rod **270**, and the nylon washer **273**.

Referring to FIG. **25**, the remote electronic driver assembly **256** includes the pressure resistant driver housing **190**, to which is mounted the underwater electrical connector **108**. This brings power to the electronic driver subassembly **192**, which is retained inside the pressure resistant driver housing **190** by use of the circular beryllium-copper spring **194** that seats in the outside groove **196** machined into the outside diameter of the electronic driver subassembly **192**, positioning it in the inside groove **198** machined into the interior diameter of the pressure resistant driver housing **190**. The circular beryllium-copper spring **194** functions as a positioning and retaining device, absorbing vibrations imposed on the electronic driver subassembly **192**, and improves thermal coupling to remove excess heat from the electronic driver subassembly **192** to the surrounding cold environment. The circular body of the electronic driver subassembly **192** further functions as an internal ring to support the pressure resistant driver housing **190**, which allows it to function to a greater depth. The grounding tap **200** provides for a common electrical ground. The thermal sensor board **201**, measures the temperature of the remote electronic driver assembly **256** as part of the electronic driver subassembly **192**. As fully described in FIG. **11**, the electronic driver subassembly **192** also contains a thermal sensor integrated within its circuitry to self-monitor its own temperature. If an overheat condition were to occur as detected by the thermal sensor integrated into the electronic driver subassembly **192**, it would roll back the current delivered to the remote single multilayer LED light head **254** (Not illustrated), thereby lowering the heat developed by the remote electronic driver assembly **256** itself.

The pressure resistant housing blank end cap **271** is aligned and held to the pressure resistant driver housing **190** by the coupling collar **176**. The pressure resistant housing O-ring **206** prevents seawater from entering the interior space. The remote driver underwater electrical connector **268** brings power for the remote light head through the pressure resistant housing blank end cap **271** and connects to the connecting electrical cable **258**. The mount **180** allows for attachment of the light to a larger underwater structure.

Referring to FIG. **26**, the plurality of ball tipped glass-filled nylon screws **178** is used in the coupling collar **176** to align and restrain the pressure resistant housing blank end cap **271** to the pressure resistant driver housing **190**. The plurality of ball tipped glass-filled nylon screws **178** are designed to shear should the interior pressure of the light housing exceed 100 psi (nominal), as may occur if the pressure resistant housing O-ring **206** fails at depth, the housing partially floods, and the pressure resistant housing O-ring **206** seals high internal pressure on return to the surface.

FIG. **27** illustrates the exterior of an alternate embodiment of the present invention in the form of a triple multilayer LED light fixture **314** incorporating three multilayer stack **214** assemblies as illustrated in FIG. **13**. The triple multilayer LED light fixture **314** is comprised of a triple multilayer LED light head **316** attached to a triple driver assembly **318**, and held by the coupling collar **176**, using the plurality of ball tipped glass-filled nylon screws **178**. The underwater electrical connector **108** connects the triple multilayer LED light fixture **314** to an electrical power source. The mount **180** is attached to the coupling collar **176** by the large centering screw **182**, the large centering screw flat washer **183**, the plurality of retaining screws **184**, and the plurality of retaining screw flat washers **185**. The second mount **180** is placed near the rear of the triple multilayer LED light fixture **314** near the underwater electrical connector **108** for additional support. The second mount **180** is similarly attached to the triple multilayer LED light fixture **314**.

Referring to FIG. **28**, the triple multilayer LED light fixture **314** includes the triple multilayer LED light head **316** attached to the triple driver assembly **318**, and held by the coupling collar **176**, using the plurality of ball tipped glass-filled nylon screws **178** as illustrated in FIG. **27**. In this embodiment of the invention, the three multilayer stack **214** assemblies, which are individually described in FIG. **13**, are incorporated into a triple light head body **320**. The triple multilayer LED light fixture **314** includes a pressure resistant driver housing **321**, to which is mounted the underwater electrical connector **108**. This brings power to the three electronic driver subassemblies **192**, bolted together in a manner illustrated in FIG. **29**. The circular beryllium-copper spring **194** seats in the outside groove **196** machined into the outside diameter of each of the three electronic driver subassemblies **192**.

The sub-assembly of the three electronic driver subassemblies **192** is retained inside the pressure resistant driver housing **321** by use of the single inside groove **198** machined into the inside diameter of the pressure resistant driver housing **321**. The single inside groove **198** captures one of the circular beryllium-copper springs **194**, thus functioning as a means for positioning and retaining the three electronic driver subassemblies **192**. In addition, the circular beryllium-copper springs **194** absorbs vibrations imposed on the three electronic driver subassemblies **192**, and improve thermal coupling to remove excess heat from the driver to the surrounding cold environment. The circular bodies of the three electronic driver subassemblies **192** secondarily function as internal rings to support the pressure resistant driver housing **321**, allowing the housing to operate at greater depths. The grounding tap **200** provides for a common electrical ground. The thermal sensor board **201** measures the temperature of the triple multilayer LED light fixture **314** as part of the plurality of electronic driver subassemblies **192**. As fully described in FIG. **11**, the plurality of electronic driver subassemblies **192** each contain an integrated thermal sensor to self-monitor their individual temperatures. If an overheat condition were to occur in any single electronic driver subassembly **192**, it would roll back the current delivered to the triple multilayer LED light head **316**, thereby lowering the heat developed by the plurality of electronic driver subassemblies **192**.

The triple multilayer LED light head **316** is aligned and held to the pressure resistant driver housing **321** by the coupling collar **176**. The pressure resistant housing O-ring **206** provides a seal, preventing seawater from entering the interior. A plastic bumper guard **322** is attached to the triple light head body **320** by means of the plurality of machine screws **210**, better illustrated in FIG. **29**. The pair of mounts **180** allows for attachment of the light to a larger underwater structure, as described in FIG. **27**. FIG. **29** illustrates the manner in which the three electronic driver subassemblies **192** are held together as a single module within the triple driver assembly **318** by a plurality of threaded rods **193** passing through the three electronic driver subassemblies **192** and screwing into a lower end ring **199**. A plurality of shrink tubing segments **197** are used on the plurality of threaded rods **193** to prevent electrical contact with the three electronic driver subassemblies **192**. A plurality of hex nuts **195**, tighten onto the plurality of threaded rods **193**, securely holding the three electronic driver subassemblies **192** together. The plastic bumper guard **322** is attached to the triple light head body **320** by means of the plurality of machine screws **210**. The plurality of machine screws **210** may be made from either marine grade metal or high strength plastic. As described in connection with FIG. **12**, the plurality of ball tipped glass-filled nylon screws **178** are used with the coupling collar **176** to align and restrain the triple multilayer LED light head **316** to the triple driver assembly **318**. The pressure resistant housing O-ring **206** provides a seal, preventing seawater from entering the interior. The pair of mounts **180** allows for attachment of the triple multilayer LED light fixture **314** to a larger underwater structure, in the manner described connection with in FIG. **27**.

FIG. **30** illustrates an alternate embodiment of the present invention in the form of a remote triple multilayer LED light fixture **323**, comprised of a remote triple light head **324**, and a remote triple electronic driver assembly **326**, which are connected by a connecting electrical cable **328**. The underwater electrical connector **108** connects the remote triple electronic driver assembly **326** to an electrical power source (not illustrated).

Referring to FIG. **31**, the remote triple light head **324** includes the triple light head body **320** attached to a rear pressure housing **329**, held together by the coupling collar **176**, and sealed by the pressure resistant housing O-ring **206**. A remote light head underwater electrical connector **330** connects the remote triple light head **324** to the remote triple electronic driver assembly **326** through the connecting electrical cable **328**, as illustrated in FIG. **30**. Power is brought into the interior of the remote triple light head **324** through the remote light head underwater electrical connector **330** and delivered to an interface control board **332**. The interface control board **332** distributes power to each of the three multilayer stack **214** assemblies, which are illustrated in FIG. **13**. The interface control board **332** also contains the FET based thermal cut-out switch circuit **202** which monitors the temperature of the remote triple light head **324**, and shut-offs the power if an over-temperature threshold has been exceeded. Interface control board **332** may contain three separate FET based thermal cut out switch circuits **202** separately controlling each of the three multilayer stack **214** assemblies. The temperature cut out point for each of these thermal cut out circuits **202** may be set to cascade turning off one after another as the temperature rises. For example, the first cut out switch might operate at 60 C, the next at 65 C and third at 70 C, allowing at least partial sustained operation at elevated temperatures. As described in connection with FIG. **20**A, an alternate embodiment of the FET based thermal cut-out switch circuit **202** provides a power line communications (PLC) scheme from the remote triple light head **324** to the remote triple electronic driver assembly **326** inside the remote triple electronic driver assembly **326**, thus creating a remote automatic dimming control capability. The scheme uses either a modulated or digitally superimposed signal generated in the remote triple light head **324** to control a dimming circuit within the remote triple electronic driver assembly **326**. In addition, the interface control board **332** provides reverse voltage protection for the LEDs **128**, in the event the connecting electrical cable **328** is plugged in backwards. As described in connection with FIG. **29**, the plastic bumper guard **322** is attached to the triple light head body **320**.

FIG. **32** illustrates the pressure resistant housing blank end cap **271** mated to the pressure resistant driver housing **321**. The remote light head underwater electrical connector **330** connects the three electronic driver subassemblies **192** to the remote triple light head **324** of FIG. **31** through the connecting electrical cable **328**. The underwater electrical connector **108** connects the remote triple electronic driver assembly **326** to an electrical power source (Not illustrated). The pair of mounts **180** allows for attachment of the remote triple electronic driver assembly **326** to a larger underwater structure, in the manner described in connection with FIG. **27**. As described in connection with FIG. **12**, the plurality of ball tipped glass-filled nylon screws **178** (not illustrated) are used with the coupling collar **176** to align and restrain the pressure resistant housing blank end cap **271** to the pressure resistant driver housing **321**. The pressure resistant housing O-ring **206** provides a seal, preventing seawater from entering the interior. The thermal sensor board **201**, measures the temperature of the remote triple electronic driver assembly **326** as part of the plurality of electronic driver subassemblies **192**. As fully described in FIG. **11**, the plurality of electronic driver subassemblies **192** each contain an integrated thermal sensor to self-monitor their individual temperatures. If an overheat condition were to occur in any single electronic driver subassembly **192**, it would roll back the current delivered to the remote triple light head **324**, thereby lowering the heat developed by the plurality of electronic driver subassemblies **192**.

FIG. **33** illustrates an alternate embodiment of the present invention in the form of a mid-size LED light fixture **334**, which is comprised of a light head subassembly **336**, an electronics driver subassembly **338**, the underwater electrical connector **108**, a mount **340**, a housing clamp **342**, the plurality of retaining screws **184**, and the plurality of retaining screw flat washers **185**. Angular adjustment of the mid-size LED light fixture **334** with respect to the mount **340** is accomplished by loosening the plurality of retaining screws **184**, rotating the mid-size LED light fixture **334** within the angular range possible by the slots cut into the mount **340**, then retightening the plurality of retaining screws **184**. A plurality of circular openings **371** is visible in a cowl **370**, which are used to improve water flow for cooling.

FIG. **34** illustrates further details of the mid-size LED light fixture **334**. These include the light head subassembly **336** and the electronics driver subassembly **338**. The light head subassembly **336** is attached to an interior mounting flange **350** by a plurality of light head interior screws **352**. An electronic driver printed circuit board **354** is attached to the interior mounting flange **350** by means of a PCB screw **356**. The opposite end of the electronic driver printed circuit board **354** is fastened to a support ring **357** by a long screw **358** and a hex nut **360**. A cushion O-ring **362** is used as a compliant interface between the support ring **357** and a driver pressure housing **348**. The underwater electrical connector **108** provides an attachment to an external electrical power supply. The housing clamp **342** provides attachment to a larger structure as described in connection with FIG. **33**.

FIG. **35** illustrates an alternate embodiment of the present invention in the form of a multilayer stack **386** in the light head subassembly **336**. The cowl **370** presses a light head body **364** against the driver pressure housing **348**. A face seal O-ring **366** provides the primary seal, while a radial seal O-ring **368** providing a secondary seal, preventing seawater from entering the interior of the light body. A friction O-ring **372** is used to prevent the cowl **370** from rotating loose from the driver pressure housing **348**.

Referring to FIG. **36**, the cowl **370** engages the light head body **364**. The multilayer stack **386** consists of a window support plate **384**, an LED spacer **388**, a front Kapton sheet **390**, a light engine printed circuit board **392**, a rear Kapton sheet **394**, and an anodized aluminum spacer **396**. A recessed flathead screw **400** holds the multilayer stack **386** in the light head body **364**. The light engine printed circuit board **392** is populated with the plurality of LEDs **128**. Load imposed by external pressure on a sapphire window **382** is transferred directly through the multilayer stack **386** to the light head body **364**. Pressure is carried around the plurality of LEDs **128** which is centered inside the plurality of apertures **125** in the window support plate **384**, the LED spacer **388**, and the front Kapton sheet **390**.

The multilayer stack **386** (FIG. **36**) is pre-loaded in compression by a titanium convex flat spring **378** that engages the sapphire window **382** on its inside diameter, and rests on a plastic galvanic insulator **380** on its outer diameter. The titanium convex flat spring **378** is pressed on a circle midway between it's inside diameter and outside diameter by a front retainer ring **376** energized by a plurality of head screws **374**. As the plurality of head screws **374** are tightened, the compressive force on the multilayer stack **386** is increased by the downward force imposed by the titanium convex flat spring **378**. In addition, the titanium convex flat spring **378** captures and compresses a window sealing O-ring **402** and a tapered sealing wedge **404** behind the sealing O-ring **402**. The tapered sealing wedge **404** is forced to engage the outer edge of the sapphire window **382**, and acts as a compression seal. A Kapton collar **398** and an air gap **399** provide two additional layers of electrical insulation between the anodized light head body **364** and the light engine printed circuit board **392**.

Referring to FIG. **37**, the mid-size LED light fixture **334** includes the light head subassembly **336** and the electronics driver subassembly **338**. Additionally illustrated are the plurality of head screws **374**, the front retainer ring **376**, the titanium convex flat spring **378**, and the plastic galvanic insulator **380**. FIG. **37** also illustrates the window sealing O-ring **402**, the tapered sealing wedge **404**, the sapphire window **382**, and the recessed flathead screw **400**. FIG. **37** also illustrates the window support plate **384**, the LED spacer **388**, the front Kapton sheet **390**, and a plurality of copper washers **406**. FIG. **37** also illustrates the light engine printed circuit board **392** populated with the plurality of LEDs **128**. FIG. **37** also illustrates the Kapton collar **398**, the rear Kapton sheet **394**, a plurality of plastic flanged washers **408**, and a plurality of copper rivets **410**. FIG. **37** also illustrates a plurality of electrical contact pins **412** jacketed in an extra layer of heat shrink tubing **414**, the anodized aluminum spacer **396**, the light head body **364**, the face seal O-ring **366**, and the radial seal O-ring **368**. FIG. **37** also illustrates the cowl **370**, the light head interior screws **352**, the interior mounting flange **350**, and the PCB screw **356**. FIG. **37** also illustrates the electronic driver printed circuit board **354**, the long screw **358**, the hex nut **360**, the support ring **357**, the cushion O-ring **362**, and the friction O-ring **372**. FIG. **37** also illustrates the driver pressure housing **348**, the mount **340**, the housing clamp **342**, the plurality of retaining screws **184**, the plurality of retaining screw flat washers **185**, and the underwater electrical connector **108**.

The embodiments described above are well suited for use on manned and un manned submersible vehicles that can descend to significant depths, e.g. 1,500 meters and more. At these depths there is no ambient light, the ambient water temperature is near 32 degrees F. and pressures exceed 3,000 PSI. The submersibles may rest on the deck of a ship traveling in icy waters where the ambient air temperature may be well below 32 degrees F.

FIG. **38** illustrates an alternate embodiment of the present invention in the form of a boat thru-hull light fixture **415**, comprised of a driver electronics module **416**, and a remote thru-hull light head **418** connected by a light head electrical cable **420**. A thru-hull flanged threaded housing **427** is a single piece, but functionally comprised of a threaded body **428**, and a thru-hull flanged light head **430**. Electrical power is delivered to the driver electronics module **416** by a power input electrical cable **422**. Both the power input electrical cable **422** and the light head electrical cable **420** pass through a waterproof compression fitting **424** that is fitted to one end of a driver electronics module housing **426**. A plurality of brackets **429** allows the driver electronics module **416** to be conveniently restrained inside a vessel.

Referring to FIG. **39**, the thru-hull flanged threaded housing **427** is illustrated as a single piece, functionally divided into the threaded body **428**, and the thru-hull flanged light head **430**, made of a material possessing a high coefficient of heat transfer. Such materials include, but are limited to, copper, brass, aluminum, aluminum alloy and some plastics which incorporate specific fillers and modifiers that permit high heat transfer. The thru-hull flanged light head **430** contains a multilayer stack **461**, better described in FIG. **40**. The center of the thru-hull flanged threaded housing **427** is hollow. A thermal sensing printed circuit board **432** is inserted into this space, and connects the thru-hull flanged light head **430**, described in detail in connection with FIG. **40**, to the light head electrical cable **420**. The thermal sensing printed circuit board **432** contains a forward thermal sensor **434** immediately behind the thru-hull flanged light head **430**, and a rear thermal sensor **436**, positioned in the middle of the threaded body **428**. The design of the thru-hull light fixture **415** permits the driver electronics module **416**, illustrated in FIG. **38**, to constantly monitor temperature at both the thru-hull flanged light head **430**, where heat is largely generated, and inboard, where excess radiant heat may pose a hazard to personnel. The driver electronics module **416** can determine safe levels at these independent locations, and reduce electrical current to the thru-hull flanged light head **430** to achieve a safe operating condition. A layer of electrically insulating shrink tubing **438** protects the thermal sensing printed circuit board **432** from electrically shorting to the thru-hull flanged threaded housing **427**. The light head electrical cable **420** passes from the rear of the thru-hull flanged threaded housing **427** through a portion with a smaller inside diameter **442**. This region then flares outward to form a conic section **444**. Epoxy (not illustrated) is pumped into the center of the thru-hull flanged threaded housing **427** through a fill port **446** located on the threaded body **428** just behind the thru-hull flanged light head **430**. The epoxy is forced through the center of the thru-hull flanged threaded housing **427** until it exits out the back of the fitting, past the portion of the housing with the smaller inside diameter **442** and filling the conic section **444**. A flat head fill port screw **448** seals the fill port **446** after the epoxy fill operation is complete. This action seals the thermal sensing printed circuit board **432** from the damaging effects of moist marine air, inadvertent splash or shallow water immersion, and additionally provides a strain relief between the light head electrical cable **420** and the thru-hull flanged threaded housing **427**, the light head electrical cable **420** and the thermal sensing printed circuit board **432** internal to the thru-hull flanged threaded housing **427**.

The thru-hull flanged threaded housing **427** is mounted to a boat hull by first drilling a hole through the boat hull (not illustrated) of a diameter large enough to pass the threaded body **428** of the thru-hull flanged threaded housing **427**. A compressible rubber gasket **450** seals the thru-hull flanged light head **430** to the outside surface of the boat hull. Alternately a marine adhesive may be used. On the inside of the boat hull, an internally threaded jacking ring **454** is fitted with a plurality of jacking screws **456**, that pass through and engage a jacking plate **452**. The jacking ring **454** is installed on the threads of the thru-hull flanged threaded housing **427** from the inside the vessel and screwed down until the jacking plate **452** engages the interior surface of the boat hull. A socket wrench (not illustrated) is used to drive the plurality of jacking screws **456** in a direction that presses down on the jacking plate **452**. The jacking ring **454** cannot rotate with this axial application of force. An increasing clamping force is applied until a watertight seal is achieved. A bonding screw **460** and a bonding wire **458** are supplied to properly attach the remote thru-hull light head **418** to the vessel's corrosion protection system.

Referring to FIG. **40**, the multilayer stack **461** of the remote thru-hull light head **418** includes a window support plate **464**, a double-sided metal core printed circuit board (DS-MCPCB) **498**, and a rear phase change material (PCM) sheet **468**. The DS-MCPCB **498** is preferentially a copper or an aluminum metal core, with both the front and rear faces clad first in a thin electrical dielectric and then with copper clad, better illustrated in FIG. **43**. The DS-MCPCB **498** is populated with the plurality of LEDs **128**. The multilayer stack **461** is positioned within the thru-hull flanged light head **430**. A sapphire window **462** presses the multilayer stack **461**, forcing it into contact with the interior of the thru-hull flanged light head **430**. The sapphire window **462** and the multilayer stack **461** are held firmly by a press fit ring **470** with a flexible inner rim **490** that contacts the sapphire window **462**, better illustrated in FIG. **42**. The press fit ring **470** additionally energizes a front sealing O-ring **472** by compressing it under the sapphire window **462**. A plurality of electrical contacts **474** pass through a foam block **476** to connect the DS-MCPCB **498** populated with the plurality of LEDs **128**, to the thermal sensing printed circuit board **432** and power from the driver electronics module **416** carried by the light head electrical cable **420** as illustrated in FIG. **39**. The shrink tubing **438** protects the thermal sensing printed circuit board **432** from electrically shorting to the thru-hull flanged threaded housing **427**.

The rear PCM sheet **468** electrically isolates but thermally connects the DS-MCPCB **498** to the thru-hull flanged threaded housing **427**. This permits heat to be drawn off the back of the plurality of LEDs **128** and routed to the cooler surrounding environment. Additionally, the rear PCM sheet **468** seals any gaps between the DS-MCPCB **498** and the thru-hull flanged light head **430**, and prevents the epoxy fill described in FIG. **39** from entering into the space where the plurality of LEDs **128** are located. An outer groove **478**, machined into the interior face of the thru-hull flanged light head **430**, together with the plastic window support plate **464**, provide an air gap electrical insulator around and under the DS-MCPCB **498** and the thru-hull flanged threaded housing **427**, better illustrated in FIG. **43**. Load imposed by external pressure or wave slap on the sapphire window **462** is transferred directly through the multilayer stack **461** to the thru-hull flanged light head **430**.

Referring to FIG. **41**, the remote thru-hull light head **418** includes the press fit ring **470**, the sapphire window **462**, the front sealing O-ring **472**, the window support plate **464**, the DS-MCPCB **498** populated with the plurality of LEDs **128**. The rear PCM sheet **468**, the plurality of electrical contacts **474**, and the foam block **476** are also illustrated in FIG. **41**. This figure also illustrates the thermal sensing printed circuit board **432** with the forward thermal sensor **434** and the rear thermal sensor **436**. Also visible in FIG. **41** are the shrink tubing **438**, the light head electrical cable **420**, the fill port **446**, the fill port screw **448**, and the thru-hull flanged threaded housing **427**. The thru-hull flanged threaded housing **427** is a single piece, functionally divided into the threaded body **428**, and the thru-hull flanged light head **430**. In an alternate embodiment, the threaded body **428** and the thru-hull flanged light head **430** may be separate pieces that are welded or brazed to create the single thru-hull flanged threaded housing **427**.

FIG. **42** illustrates an undercut snap edge **480** and a chamfer **484** of the press fit ring **470**. The chamfer **484** provides a means to align the press fit ring **470** within the inside diameter of a stepped inside edge **482** that is part of the thru-hull flanged light head **430**. On assembly, the press fit ring **470** is forced axially inward until the undercut snap edge **480** is forced past the stepped inside edge **482**. Upon release the two square edges of the undercut snap edge **480** and the stepped inside edge **482** engage and lock, creating a strong snap fit that captures the press fit ring **470** in position. This design creates a very flat, low profile structure that is advantageous to the function of the remote thru-hull light head **418** illustrated in FIG. **38**. The flexible rim **490** of the press fit ring **470** is illustrated in its unflexed (solid line) and flexed positions (dotted line). The press fit ring **470** is preferentially made of a hard or half hard copper alloy. The flexible rim **490** is flexed within its elastic limit and will maintain the clamping pressure indefinitely. The flexible rim **490** also allows for stack height tolerances of the multilayer stack **461**, as detailed in FIG. **40**. The window **462** is positioned within a window centering ring **492** of the press fit ring **470**. The window **462** compresses and energizes the O-ring **472** on assembly.

FIG. **43** illustrates the construction and application of the double-sided metal core printed circuit board (DS-MCPCB) **498** in an embodiment of the present invention. The DS-MCPCB **498** is seen to be comprised of a top copper circuit **500**, a top dielectric layer **502**, a metal core of copper or aluminum **504**, a bottom dielectric layer **506**, and a bottom copper clad **508**. The plurality of LEDs **128** are made with a plurality of electrically conductive pads **494** to permit the devices to be attached the top copper circuit **500** by means of a plurality of solder junctions **496** for electrical power and heat dissipation. As fully described in FIG. **40**, the rear Phase Change Material (PCM) sheet **468** electrically isolates but thermally connects the DS-MCPCB **498** to the thru-hull flanged light head **430**.

Turning again to FIG. **43**, a means of providing multiple layers of electrical insulation between the top copper circuit **500** and the thru-hull flanged threaded housing **427** is illustrated. The top copper circuit **500** carries electrical current to the plurality of LEDs **128**. The DS-MCPCB **498** is centered within the thru-hull flanged threaded housing **427** by a DS-MCPCB centering ring **514**, a feature of the window support plate **464**, which is molded from a non-electrically conductive high strength plastic. The DS-MCPCB centering ring **514** captures the edge of the DS-MCPCB **498**, preventing it from contacting the interior wall of the thru-hull flanged light head **430**. The top copper circuit **500** and the bottom copper clad **508** are recessed from the edge of the DS-MCPCB **498** by a set-back **510**. The set-back **510** prevents the top copper circuit **500**, which carries electrical power, from contacting the interior face of the thru-hull flanged light head **430** by both the insulation properties of the plastic DS-MCPCB centering ring **514**, and an air gap caused by the set-back **510**. In addition, the set-back **510** increases the isolation distance between the edge of the top copper circuit **500**, the edge of the bottom copper clad **508**, and the edge of the metal core **504**.

Triple electrical isolation from the plurality of LEDs **128** to the back wall of the thru-hull flanged light head **430** is achieved by the top dielectric layer **502**, the bottom dielectric layer **506**, and the rear Phase Change Material (PCM) sheet **468**. The bottom copper clad **508** provides improved thermal connection to the thru-hull flanged light head **430**. Additionally, the groove **478** creates an air gap that provides electrical isolation of the DS-MCPCB **498** from the interior wall of the thru-hull flanged light head **430**. This double insulation increases the operational safety of the remote thru-hull light head **418** of FIG. **38**. Additionally, the bottom copper clad **508** extends slightly into groove **478** to avoid pressing the edge of the bottom copper clad **508** through the bottom dielectric layer **506** and into the metal core **504**, creating a more reliable structure.

While various embodiments of the present multilayer LED light fixture have been described in detail, it will be apparent to those skilled in the art that the present invention can be embodied in various other forms not specifically described herein. The innovative structures described herein are applicable to a wide variety of submersible luminaire besides deep submersible LED light fixtures. Therefore, the protection afforded the present invention should only be limited in accordance with the following claims and their equivalents.

We claim:

1. An underwater light, comprising:

a housing comprising a thermally conductive material;

a transparent pressure bearing window positioned at a forward end of the housing;

a window supporting spacer mounted in the housing behind the transparent window;

a water-tight seal between the window and the housing;

a metal core printed circuit board (MCPCB), having a front side and a rear side, thermally coupled to the housing and configured and positioned within the housing behind the window supporting spacer so as to bear substantially all of the pressure applied to the transparent window by ambient water on an exterior side of the window when the housing and transparent pressure bearing window are subjected to deep ocean pressures;

at least one solid state light source mounted on the front side of the MCPCB behind the transparent window; and

a solid state light source spacer positioned between the front side of the MCPCB and the window supporting spacer, the spacer comprising an electrically non-conductive high compressive strength material and having one or more apertures shaped to fit around ones of the one or more solid state light sources to allow light to pass through;

wherein the window supporting spacer includes one or more apertures shaped to fit around ones of the one or more solid state light sources to allow light to pass through, and wherein the housing, transparent pressure bearing window, window supporting spacer, MCPCB, solid state light source(s) and spacer are positioned so that loading from the ambient water applied to the forward facing side of the transparent pressure bearing window is carried substantially all through the transparent pressure bearing window to the window supporting spacer, and then from the window supporting spacer to the spacer, and then through the spacer to the front side of the MCPCB, and then through the rear side of the MCPCB to the housing.

2. The light of claim **1**, wherein the deep ocean pressures are at least 1500 psi and wherein the housing includes walls having a thickness, based on a selected thermally conductive material comprising the housing, sufficient to withstand an external pressure of at least 1500 psi before breaking or permanently deforming, wherein the deep ocean pressures is carried through the stack elements of the pressure bearing window, window supporting spacer, MCPCB and to the housing.

3. The light of claim **1**, wherein the deep ocean pressures are at least 3000 psi and wherein the housing includes walls having a thickness, based on a selected thermally conductive material comprising the housing, sufficient to withstand an external pressure of at least 3000 psi before breaking or permanently deforming, wherein the deep ocean pressures is carried through the stack elements of the pressure bearing window, a window supporting spacer, MCPCB and to the housing.

4. The light of claim **1**, wherein the one or more solid state light sources comprises a plurality of LEDs, and wherein the solid state light source spacer comprises an LED light source spacer.

5. The light of claim **4**, wherein the LEDs include silicone domes, and wherein the silicone domes are trimmed to a width equal to or less than the width of the window support spacer.

6. The light of claim **4**, further comprising one or more reflectors positioned around one or more of the plurality of LEDs.

7. The light of claim **4**, further comprising one or more lenses positioned around one or more of the plurality of LEDs.

8. The light of claim **1**, further comprising a plurality of spring loaded electrical contacts disposed rearward of the MCPCB for providing electrical connections to corresponding electrical contact points of the MCPCB.

9. The light of claim **4**, further comprising a Kapton (polyimide) material sheet positioned between the LED light source spacer and the window support spacer.

10. The light of claim **1**, wherein the transparent window comprises sapphire.

11. The light of claim **1**, wherein the transparent window comprises borosilicate glass.

12. The light of claim **1**, wherein the transparent window comprises acrylic, polyester, or transparent nylon.

13. The light of claim **4**, wherein the LEDs are mounted to the MCPCB with a substrate of a flexible circuit material.

14. The light of claim **1**, wherein the MCPCB comprises a thermally conductive ceramic or synthetic diamond core.

15. The light of claim **1**, further comprising a cowl positioned on a forward end of the housing.

16. The light of claim **1**, further comprising an underwater electrical connector disposed on a rear of the housing.

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